



Established February, 1845.

Business Notices.

LANE, CRAWFORD & Co.

Christmas Delicacies.

FISH :- Sardines in Oil, Citron, Tomatoes, and Butter, Sardines sans Arâtes,

PATENT PRESERVED LAX.

Finest selected Smoken and Pickled Tongues.

Tabasco Sauce, &c., &c.

NUTS:-Almonds in Shell, Brazil, Barcelona and Filbert.

Hongkong, December 11, 1885.

VICTORIA EXCHANGE, December 12, 1885.

GEM BRACELETS.

GEM LOCKETS.

GEM RINGS.

GEM EARRINGS.

LADRE WATCHES

LADIES' ALBERTS.

GEM SCARF BINGS,

DIAMOND BINGS.

DIAMOND BINGS.

DIAMOND EARRINGS.

Hongkong, December 5, 1885.

COPE'S GOLDEN CLOUD TOBACCO.

Cope's STRAIGHT CUT TOBACCO.

Wills' BRISTOL BIRD'S EYE.

OLD JUDGE TOBACCO.

MILD OLD JUDGE TOBACCO.

Wills' FOUR SEASON'S TOBACCO.

Morris' Gold Leaf Honey Dew.

MILD RICHMOND GEN TOBACCO.

Wills' TEREE CASILE.

GEM FIGHU BROOCHES.

Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c.

TONGUES :- Smoked, Collared, Breakfast, Picnic, Lunch, Spiced, Paysandu,

SUNDRIES :- Apple Sauce, Brawn, Essences, Pig's Feet, Sage and Onion Stuffing,

DESSERT FRUITS :- Fruits in Syrup, Noyeau and Brandy; Crystallized, Peches

NEW SEASON'S MUSCATELS AND SMYRNA FIGS.

ELVAS PLUMS.

PLUM PUDDINGS and MINCEMEAT.

HUNTLEY & PALMER'S

FINEST SELECTED YORK HAMS.

CHEESE:-

GLOSTER, ALBERT, AMERICAN

HUNTLEY & PALMER'S 'CHRISTMAS' AND ASSORTED

BISCUITS.

FRENCH AND ENGLISH

CONFECTIONERY!

SPLENDID ASSORTMENT OF

Also, a large Variety-of

Fancy Goods,

SUITABLE FOR

WATCHMAKERS, JEWELLERS, &c.,

48, QUEEN'S ROAD CENTRAL.

I AVE NOW on VIEW, the following CHOICE and

SPECIAL SELECTION

GEM BROOCHES OR HAIR PINS.

A MOST HANDSOME COLLECTION OF

SILVER CUPS,

RACES OR ATHLETIC SPORTS.

The whole of Last Season's Stock is now offered at Coar PRICE.

euitable for

Received ex P. & O. S.

CHRISTMAS PRESENTS.

LANE, CRAWFORD & Co.

W. POWELL & Co.

S/ Mirrapore.

GOLD LOCKETS.

SIGNET RINGS.

GOLD EARRINGS,

GOLD SCARF RINGS,

GENTLEMEN'S WATCHES.

GENTLEMEN'S ALBERTS.

SINGLE STONE.

Half Hoor.'

GOLD BRACELETS.

GOLD FIGHU BROOCHES.

· CHRISTMAS CAKES.

Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind,

Macassar Red Fish, Herring and Maquereaux au Vin Blanc,

PATTIES :- Galantine of Game, Boar's Head, Tasmania Rabbits,

Wild Duck, Foie Gras, Paté de Foie Gras, assorted Game and

Tripe, Potted Meats, Candied Peels, Currants, Raisins, Spices,

Minoed Collops, Curries and Chutnies, French and English

Vegetables, Black Leicestershire, Mushrooms, assorted Pickles,

de Montreuil, French Plums, Jordan Almonds, Stuffed Olives,

Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits.

Hotch Potch, &c., &c., &c.

English Pattics.

GONGKONG, THURSDAY, DECEMBER 17, 1885. 就七十月二十年五十八百八千一英

日二十月一十年酉乙 Business Notices.

Victoria Hotel,

Praya and Queen's Roud Central, Hongkong.

PRICE, \$2 PER MONTH.

Vol. XLI, No. 6986

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Comhill: GORDON & Goron, Ludgate Circus, E. C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 100 & 154,

Leadenhall Street. PARIS AND EUROPE :-- AMEDET PRINCE & Co., 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- Gondon & Goren, Melhourne and Sydney. SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-

SINGAPORE, STRAITS, &c.:-SAYLE &

OHINA: -- Macao, F. A. DE CRUZ. Sura- has also Opened, to be Conducted under tow, Quelou & Co. Amoy, Wilson, Nicholas & Co. Foothow, Hedge & Co. Shan hai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama. LANE, CREWFORD & Co., and KELLY

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ......87,500,000 RESERVE FUND,......34,500,000 RESERVE FOR EQUALIZATION | 8 500,000 OF DIVIDENDS, ..... RESERVE-LIABILITY OF PRO-\$7,500,000

COURT OF DERECTORS. Chairman-Hon. F. D. SASSOON. Deputy Chairman-A. McIver, Esq. D. BOTTOMLEY, | E. H. M. HUNTING-TON. Esq. H. L. DALRYMPLE, Hon. W. KESWICK. A. P. McEwen, Esq. E. E. SASHOON, EBQ. M. GROTE, Esq. H. Horrius, Esq.

CHIEF MANAGER. Hongkong,..... THOMAS JACKSON, Esq. MANAGER. LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. N Current Depusit Account at the rate of 2 per cont. per annum on the daily

For 3 months, 3 per cents per annum. n 4 per cent.

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Hongkong, December 5, 1885. THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Chief Manager.

AUTHORISED CAPITAL.....£2,000,000 PAID-UP.....£ 500,000 REGISTERED OFFICE, 40. THREADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit issues Letters of Credit, forwards Bills for Gollection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS. H. A. HERBERT

Manager, Hongkong Branch. Hongkong, July 4, 1885. NOTICE.

DULES OF THE HONGKONG | For the New 'Oriental Bank Corporation, SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 n any one year. 3. - Depositors in the Savings' Bank having

\$100 or more at their credit-may at their option transfer the same to the Bongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4. -Interest at the rate of 31 per cent per annum will be allowed to depositors on

their daily balances. 5,-Each Depositor will be supplied gratis with a Pass Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

ning of July. 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7. -Withdrawals may be made on demand. but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary. For the

HONGKONG & SHANGHAT BANKING CORPORATION, T. JACKSON

Chief Manager. Hougkong, May 7, 1885.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

FITHE Undersigned, AGENTS of the above Company, are authorized to Insure gramst Fikk, at Gurrent Rates. GILMAN & Co. Hongkong, January 1, 1882,

Notices of Firms.

NOTICE.

TAR. OHARLES ALEXANDER IVI TOMES is Admitted a PARTNER in our Firm in Honokone, China, and olsewhere from this date.

RUSSELL & Co. Hongkong, December 1, 1885.

NOTICE.

THE BUSINESS of BROWN, JONES L. & Co. (Undertakers, 6 Queen's Road East), hitherto carried on by E. L. STAIN-FIELD, was taken over by me on the 1st NOVEMBER, and will Continue to be con-Co., Square, Singapore. C. Heinszen | ducted by me, under the same Firm name. A PROPERTY and COMMISSION AGENCY

> the Name of STRINGER & Co. H. L. STRINGER. Hongkong, November 6, 1885.

NOTICE.

THE BUSINESS known as 'THE MEDICAL HALL' has This Day been Re-opened under the CHARGE of Mr. ADOLPH SCHROEDER. EMIL NIEDHARDT,

Proprietor. Hongkong, December 14, 1885.

Intimations.

JAPAN | JAPAN | ! JAPAN | ! ! KUHN & Co.'s JAPANESE FINE ART GALLERY.

AT THE HONGKONG HOTEL.

Have in their extensive Collection a great number of suitable. ELEGANT, USEFUL AND ORNAMENTAL CHRISTMAS AND NEW YEAR'S PRESENTS:

SATIN and SILE EMBROIDERIES, Ladies' and Gentlemen's Gowns, Jackets, Screens, WALL DECORATIONS, OLD BROCADES, GENUINE SATSUMA, TMARI and KAGA PORCELAIN, BRONZES, IVORIES, BRONZE, Gold and Silver Inlaid Jewelleny,

Sec. Sec., Sec. All to be Sold at most reasonable Prices. (A VISIT IS RESPECTFULLY INVITED.) Hongkong, December 16, 1885. 2192

NOTICE. VICTORIA REGATIA

THE COMMITTEE of the VIDTORIA RE-CREATION CLUB request the pleasure of the COMPANY of the LADIES of HONGKONG at the REGATTA to be held on FRIDAY and SATURDAY, the 18th and 19th Instant. SUBSCRIBERS to the REGATTA can obtain Tickets of Admission to the Flagship, on board of which TIFFIN will be SUPPLIED, by applying to C. S. Addrs, Esq., Hon.

J. H. STEWART LOCKHART, Hon. Secretary.

Victoria Recreation Club, Hongkong, December 7, 1885.

REGATTA HOLIDAYS,

INHE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at Noon, on FRIDAY and SATURDAY NEXT, the 18th and 19th Instant.

buys and sells Bills of Exchange, For the 'Chartered Mercantile Bank of India, London and China, JOHN THURBURN, Manager, Hongkong. For the Chartered Bank of India, Aus-

tralia and Chins. T. H. WHITEHEAD, Acting Manager, Hougkong. For the 'Hongkong and Shanghai Banking Corporation,

T. JACKSON. Chief Manager.

For the 'Comptoir d'Escompte de Paris,' INCHBALD.

H. A. HERBERT, Manager, Hongkong. Hongkong, December 14, 1885.

CANTON INSURANCE OFFICE. LIMITED.

NOTICE TO SHAREHOLDERS

TN Accordance with Section 120 of the

Articles of Association, the General Agents, with approval of the Consulting Committee, will on the 1sr January, 1886. Issue INTEREST WARRANTS of \$5 per Share, Payable at the Honokong & Shane-HAI BANK, the same being at the Rate of 10 % per Annum, on the Paid-up Capital of the Office for the year 1885, and Notice is hereby given that in order that the same may be adjusted, the Transfer BOOKS of the Office will be CLOSED from the 18th o 31st Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED. Hongkong, December 15, 1885. 2183

HONGKONG RACES, 1886.

WEDNESDAY, THURSDAY, AND FRIDAY,

24th, 25th, and 26th February, 1886. THE HONGKONG DERBY.

THE HONGKONG DERBY, & SWEEP-STARRS of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd For all China Ponies Lond fide Griffins at date of Entry (SATURDAY, 23rd January, 1886). First Peny, 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. Weight 10st. 10fbs. One-mile-and-a-half. Noninations close on SATURDAY, 19th December, 1885 addressed to the CLERE of the Course, at the Hongkong Club.

Hongkong, November 13, 1885. 1976

H. J. H. TRIPP.

Clerk of the Course,

HAVE JUST RECEIVED FRESH SUPPLIES OF TOBACCO AND CIGARETTES. SWEET CAPORAL TOBACCO. Allen & Ginter's Cor Cable Coll. Allen & Ginter's RICHMOND MIXTURE. RICHMOND GEM CURLY CUT TOBACCO. Kenney Bros' STRAIGHT OUT CIGARETTES. Fragrant VARITY FAIR CIGARETTES. New VANITY FAIR CIGARETTES Lerrie Brauties-flat and compressed. MILD RICHMOND GEM CIGARETTES. EL COMETA DEL ORIENTE CIGARETTES.

SWEET CAPORAL TOBACCO. Sole Proprietors of the following favorite TOBACCOS ;-HAPPY THOUGHT, DOLLAR BRAND, STAR MIXTURE, and GOLDEN EAGLE. Also just received, a sp'endid Assortment of Mucksonaum and BRIAR ROOT PIPES, CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES, TOBACCO POUCHES, MATCH CASES, and all Kinds of SMOKERS' GOODS. KELLY & WALSH, LIMITED, HONGKONG.

HIS Extensive and well appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horacs in the place. COUPS :- Mulligatawny, Ox-tail, Giblet, Glain Chewder, Soup and Bouilli, The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARI and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

MISSES GATE AND FAIRALL TTAVE Just RECEIVED by the ENGLISH MAIL

A LARGE ASSORTMENT OF

BEAUTIFUL CHRISTMAS PRESENTS. WINTER MANTLES, ULSTERS and Ulsters CLOTH.

CHILDREN'S Ready-made DRESSES. LADIES' and CHILDREN'S SHOES, of every description. MILLINERY, Trimmed and Untrimmed.

Most Handsome Laced FLOUNCINGS of the most beautiful

LADIES' and GENTLEMEN'S KID GLOVES.

HOUSE and TABLE LINEN. FURS and every description of GOODS suitable for this season. GATE AND FAIRALL.

THE WHITE HOUSE, Hongkong, Decamber 4, 1885.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Scotch Tweed \$15.00.

AND STILTON.

Over 100 patterns of Stylish NEWEST COSAQUES AND BONBONS. Tweeds of  $\mathbf{E} \times \mathbf{c}$  eptionally 2154 Good value to select-from.

While advertising our 'Specialties we also wish to draw the attention of our Customers to. our, now, complete Stock of TWEED SUITINGS, COAT. INGS, TROUSERINGS, SER-GES, FLANNELS, &c. A large and choice selection of the newest FABRICS of English, Scotch and Continental Manufacture, from medium to the very finest.

qualities.

Shipping. Steamers.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. 2165 (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENTSIN, HANKOW and Ports on the YANGISZE.) The Co.'s Steamship Capt. WILDING, will be despatched as above on FRIDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, December 16, 1885.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW. The Co.'s Steamship Hailoong, Captain WYLLIE, will be despatched for the above Port on FRIDAY, the 18th Instant, at

Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, December 16, 1885. FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship

Captain T. S. GARDNER will be despatched for the above Ports on SATURDAY, the 19th Instant, at 3 p.m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Hongkong, December 11, 1885.

FOR HOLHOW, PAKHOL AND HAIPHONG. The Steamship

Capt. H. Morce, will be despatched as above on SATURDAY, the 19th Instant, at 5 p.m. For Freight or Passage, apply to AH YON & Co. GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, December 16, 1885. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

Antenor,
Captain Brace, will be
despatched as above on SATURDAY, the 19th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

England Superfine Cloth made | 3 p.m.

Dress Suit,

\$30.00.

to our special order, fast in color and suitable to the climate.

Hongkong, October 1, 1885.

Shipping. Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELATDE

(Calling at PORT DARWIN & QUEENS LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.) The Steamship

Captoin Darks, will be despatched for the above

For Freight or Passage, apply to RUSSELL & Co.. Hongkong, December 9, 1885.

DOUGLAS STEAMSHIP COMPANY LIMITED. FOR SWATOW. AMOY & FOOCHOW

The Co.'s Steamship Douglas, Captain Young, will be 2188 Ports on SUNDAY, the 20th Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, December 16, 1885.

FOR YOKOHAMA AND HIOGO.

The Steamship Capt. W. Schaefer, will Capt. W. Schakver, will be despatched for the above Ports on SUNDAY, the 20th Inst. For Freight or Passage, apply to

SIEMESEN & Co., Agents. Hongkong, December 9, 1885. FOR LONDON VIA SUEZ CANAL. The Steamship

Captain Duke, will be despatched as above on or about the 20th Instant. This Steamer has superior First-class Accommodation and carries a Doctor and Stewardess. For Freight or Passage, apply to

JARDINE, MATHESON & Co. Hongkong, December 8, 1880. FOR SINGAPORE. The Steamship

will be despatched for above named Port on THURSDAY, the 24th Instant, at 4 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Shipping.

Steamers.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-PANY, LIMITED.

FOR SHANGHAI. The Co.'s Steamship Ohingwo. R. H. MACHUCH, Mester, expected here on or about the 19th Instant, will have immediate des-

For Freight or Passage, apply to ARNHOLD, KARBERG & Co.,

patch for the above Port.

Hongkong, December 15, 1885. 2184

FOR PORT DARWIN, AND THENCE DIRECT TO SYDNEY AND MELBOURNE.

GIBB LINE OF STEAMERS

The Steamship Captain Roy, will be Daylight on TUESDAY NEXT, the 22nd Through Cargo taken for all AUSTRALIAN PORTS, TASMANTA and NEW ZEALAND. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Мападетв. Hongkong, December 16, 1885.

FOR SINGAPORE, PENANG, AND CALOUTTA. The Steamship

above Ports on THURSDAY, the 24th . 2108 Instant, at Noon. For Freight or Passages, apply to-ADAMSON, BELL & Co.,

will be despatched for the

MACEY. Commander,

Hongkong, December 14, 1885. UNION LINE.

FOR NEW YORK VIA SUEZ CANAL The Steamship Captain Gulland, will be despatched for the above

Port on SATURDAY, the 26th Instant, at For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, December 9, 1885. 2146 -AUSTRO-HUNGARIAN LLOYD'S-STEAM NAVIGATION COMPANY.

STRAM FOR SINGAPORE, PENANG, COLOMBO, 1771 BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE. (Taking Cargo at through rates to CAL-

OUTTA, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIO PORTS.) The Co.'s Steamship Captain G. MAHORCICH, will be despatched as above on THURSDAY, the 30th Instant,

For further Particulars, regarding Freight and Passage, apply to the AGENOY of the Company, Praya Central. O. BAUHRAUH,

LIMITED. FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, Ports on SATURDAY, the 19th Instant, at | TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, &c.

CHINA NAVIGATION COMPANY,

Hongkong, December 16, 1885.

Woosung, Captain ARTHUR, will be despatched as above on WEDNESDAY, the 30th Instant, at 4 p.m. This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

The Steamabip

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, December 16, 1885. 2186

Sailing Vessels.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Palmura.MINORY, Master, will load here for the above Port, and will

have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, October 26, 1885. 1866

FOR NEW YORK.

The Fast and Favorite American Clipper Ship
South American
FRANK FOWLE, Master, will load here for the above Port, and will have quick despatch. Rate of Freight, Shillings Fifteen per ton of 40 cubic feet.

For Freight, apply to RUSSELL & Co. Hongkong, November 6, 1885. 1990

CHEE WO LING KEE TTAS always on Hand STEAM 11 LAUNOHES FOR HIRE, Charges Wing-Shing, Wing-Cheong, and Wing-Tye.

in every subsequent hour, . . . . 81. Wing-Fuk, Wing-Loy, and Wing-Les second or subsequent hour. . \$2.

Rates for towing Vessels and Cargo-boats, of use of LAUNCHES for Excursions to Macao, Canton, or other places may be arranged at No. 20, Wine We Street 2191 Hongkong, June 13, 1865.

Hongkong, December 8, 1885.

Hungkong, December 12, 1885.

Hongkong, December 16, 1885,



MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL.

# STORES.

York HAMS Stilton CHEESE. Pudding RAISINS (Valencias). CURRANTS (Patras).

MINCEMEAT. CHRISTMAS CAKES. ALMONDS and RAISINS.

Brizil NUTS. Soft-Shell ALMONDS. Metz FRUITS. Crystallized FRUITS.

FRUITS in Syrups. Imperial PLUMS. Plum PUDDINGS ..

COSAQUES.

CALIFORNIA PRODUCTS CONDENSED MILK. KEROSINE LAMPS.

FAIRBANK'S SCALES. COOKING STOVES.

THE USUAL ASSORTMENT

PARLOUR STOVES.

# OILMAN'S STORES,

WINES,

- Lowest Possible Prices FOR CASH

#### Macewen. Frickel-& Co. Hongkong, December 1, 1885.

# Intimations.

In the Matter of the Estate of the late WILLIAM CATHERALL SYDER, Master of the S.S. Greyhound."

TOTICE is hereby given that all Persons having any CLAIMS against the Estate of the said WILLIAM CATHERALL Syder, who was murdered by pirates at sea, on the 17th October, 1885, and Letters of Administration to whose Estate were granted to his Widow, MARY SYDER, on the 13th DAY OF NOVEMBER, 1885, are hereby required to send in Writing to the Undersigned, on or before the 15TH DAY OF JANUARY NEXT, full Particulars of their Claims or Demands, and all Persons IN-DESTED to the said Estate are requeste to make immediate Payment to the Under-

And Notice is hereby also given that as soon as possible after the above mentioned date, the Administraix will proceed to distribute the Assets of the said Estate, among the Parties entitled thereto, having regard only to the Claims, of which she shall then have had Notice in writing. -

Dated in Hongkong, the 27th November, 1885. THOS. M. DERMER.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary. Communication with the Undereigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Hongkong, August 25, 1885.

### Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-Anglo-Indian, British barque, Captain

Th. Richter, - Chinese. B. H. STEENKEN, German brig, Captain Chr. Meyer. - Melchers & Co. CEYLON, American barque, Captain R. Calhoun - Wing Chong Kit.

DARTMOUTH, British barque, Capt. Benj. Flinton. -- Melchers & Co. HARMONIA, German ship, Captain Kassebohm.—Melchers & Co. GEORGE, British barque, Capt. William Grant. - Captain.

ISAAU REED, American ship, Capt. E. C. Colley. - Order. LUCILE, American barque, Captain C. M. Laurence. - Melchers & Co. MERCUR, British brigantine, Capt. Wm. Dick.-Master.

TAICHIOW, British steamer, Captain J. Newton. -Yuen Fat Hong. Trran, American ship, Capt. C. H. Allyn. -Russell & Ca VENTURA, Spen, barque, Capt. Urizandi.

## Entertainment.

CITY HALL

MHE HONGKONG AMATEU DRAMATIC OLUB Have the honour to announce that THE FIRST PERFORMANCE of the Season will take place

EVENING 17th December, 1885, at 9 p.m., When will be produced

J.J. DILLEY AND J. ALLEN,

A FARCE

'CHISELLING

TOM TAYLOR'S COMEDY 'Nine Points of the Law.

Tickets (\$2 each) may be obtained from Messrs. Lane, Crawford & Co.'s, on and after Monday, 14th December, 1885. H: M. THOMSETT,

Hon. Secretary. Hongkong, December 17, 1885.

Notices to Consignees.

STEAMSHIP NATAL. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London I and Havre, ex S.S. Indus, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p m. To-DAY (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Mon-DAY, the 21st December, at Noon, will be subject to rent, and landing charges at 1 cent. per päckage per diem. All Claims must be sent in to me on or before Wednesday, the 23rd December, or they will not be recognised. No Fire Insurance has been effected.

G. DE CHAMPEAUX. · Agent. Hongkong, December 13, 1885.

UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE

FITHE Steamship Corintle, Captain Anperson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and

to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. Optional Cargo will be forwarded on to

JAPAN, unless notice to the contrary be given before Noon To-DAY, the 15th Instant. All Claims against the Steamer must be presented to the Undersigned on or before the 25th Instant, or they will not be re-

RUSSELL & Co.. Hongkong, December 15, 1885. 2180

FREDERIC ALGAR. COLONIAL, NEWSPAPER & COMMIS-

SION AGENT, 11, Clement's Lane, Lombard Street,

THE Colonial Press supplied with News-Papers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Mr. Andrew Wind,

NEWS ACENT, &U. ROW. NEW YORK;

authorized to receive Subscriptions. Advertisements, &c., for the China Mail. Overland Ohina Mail, and Ohina Review.

Hongkong and Shanghai Bank Corp. 60,000 5

North-China Insurance Co., Ld..... 5,000 £

Yaugtaze Insurance Company, Ld.... 8,000 £

Union Insurance Society Co., Ld.... 2,000 8

China Traders' Insurance Co., Ld.... 24,000 3

Canton Insurance Office Co., Ld..... 10,000 \$

Chinese Insurance Co., Limited...... 1,500 8

Hongkong Fire Insurance Co., Ld. .. 8,000 &

HK. C. and M. Steamboat Co., Ld. 8,000 5

Douglas Steamship Co., Limited .... 20,000\$

Indo-China S. N. Company, Limited 18,387 £

60,000 shares issued ......31,212 £

China and Manila S. S. Co., Ld. ..... 3,500 8

H'kong & Whampon Dock Co., Ld. 10,000 3

HK. and China Gas Co., Limited. 1 5,000 E

Objus Sugar Company, Limited ..... 9,000 \$
Hongkong Ice Company, Limited .... 1,250 \$
Hongkong Bakery Company, Ld. ... 600 \$

Punjom & Sunghie Dua Samatan 40.000 9

H'kong Rope Manufactory Co., Ld. 3,000 \$

1884 B.

Chinese Imperial 1881

Sugar Dehentures, 1880.....

hina Fire Insurance Co., Ld.

STEAM COMPANIES.

MISCELLANEOUS.

Stocks.

## To-day's Advertisements.

NOTICE.

VICTORIA REGATTA. THROUGH the Courtesy of Mr. GILLIES, Pa'myra, for San Francisco. the Secretary of the Dock Company, the Pilot Fish will leave Pedder's Wharf TO-MORROW and SATURDAY, the 18th

and 19th Instant, at 12, Noon and 12.45 p.m., for the FLACSHIP, which will be moored off Kowloon Point: J. H. STEWART LOCKHART, Hon. Secretary, VICTORIA RECREATION CLUB.

Hongkong, Docember 17, 1885.

DOUGLAS STEAMSHIP COMPANY

LIMITED. FOR AMOY AND TAMSUL

The Co.'s Chartered Steamship Amatista. Captain HAMLIN, will be despatched for the above Ports on SATUR DAY, the 19th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, December 17, 1885. THE CHINA & MANILA STEAMSHI

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship Captain TALBOT, will be

Ports on MONDAY, the 21st Instant, at For Freight or Passage, apply to RUSSELL & Co..

General Managers. Hongkong, December 17, 1885.

NOTICE.

COMPAGNIE DES MESSACIERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, ADEN, SUEZ, PORT SAID

MEDITERRANEAN AND BLACK SEA PORTS. VAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA: BORDEAUX, LE HAVRE, DUNKIRK

LONDON AND ANTWERP. ON TUESDAY, the 29th December. 1885, at Noon, the Company's S.S. IRAOUADDY, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for the

-Cargo-and-Specie-will-be-registered-for-London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 Specie and Parcels until 3 p.m. on the 28th December, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Joinpany's Office. G. DE CHAMPEAUX,

Hongkong, December 17, 1885.

SHIPPING.

ARRIVALS December 16, 1885 :--Taichiow, British steamer, 862, J. Newton, Bangkok December 6, General.—Yurn-FAT HONG. December 17:-

Amatista, British steamer, 522, Thos. Hamlin, Tamsui December 11; Taiwanfoo 14. Amoy 15. and Swatow 16. General. DOUGLAS STEAMSHIP CO.: Lido, British steamer, 680, R. T. Leitch

Swatow December 16, General.—Hop Hing HONG. L'Avvenire, British brigantine, 351, Chas. Rogers, Chefco December 8, General -

DEPARTURES. December 16 :--

Taiwan, for Sydney via Singapore. December 17:-Duke of Abercorn, for Chittagong. Greyhound, for Heihow and Pakhoi. Daniel, for Chefoo.

SHARE LIST.—QUOTATIONS.

\$ 4,500,000

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.... **3** 206,236.55 c

50 \$ 86,764.16 \$

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"deprec. fund"

Rates of Int

8%

Position PEE LAST REPORT. Last Dividend

Tla. 461,023.02

242,276

balance

13,274.03 4 %

235.33 \$10

442.11 810

829.093 %

First year

Layunte.

Innal6&Dec.10

March 16

June 30

Oct 15

June & Dogem

200,735.71 18% V annum \$63

297,568,07|\$20 for 1883 |\$377|

Yung Ching, for Shanghai.

CLEARED.

lyamemnon, for Amoy and Shanghai. Titan, for New York. Daylight. - Douglas leaves for Coast Ports. Ha loong, for Swatow. Daylight .- Agamemnon leaves for Shang-Nicoya, for Victoria, (B.C.) Independent, for Saigon. Crusader, for Hainhong. Miscellaneous.

PASHENGERS.

Per Taichiow, from Bangkok, 125 Chi-

Per Amatista, from Const Ports, 56 Chi-Per Lide, from Swatow, 20 Chinese. DEPARTED.

Por Esmeralda, for Amoy, 14 Chineso; for Manila, Mr and Mrs Schultz and servant, Messrs Otto von Stetten, E. Springli, C. Rini, Ramon Pozas, F. Fernandes and servant, Masters E. Gonzales, Pedro Gomes, L. Gomes and A. Ruste y Alonso, Mr C. Cuello, and 3 Chinese. Per Greyhound, for Hoihow, 80 Chinese. Per Yung Ching, for Shanghai, 7 Chineso.

TO DEPART. Per Agamemnon, for Amoy, &c., 13 Eucopeans, and 170 Chinese. Per Hailoong, for Swatow, 200 Chinese. Per Independent, for Saigon, 150 Chinese. Per Crusader, for Haiphong, 60 Chinese.

SHIPPING REPORTS. The British steamer Taichiow reports Left Bangkok on the 6th inst., Dubble Head on the 8th inst., at 2 a.m. Experienced strong N.E. wind and high sea throughout.

The British steamer Amatista reports Left Tamsui for Taiwanfoo, on Friday, the 11th December ; had fresh N.E. wind and overcast sky. Left Taiwanfoo for Amoy on Monday, the 14th; strong N.E. wind with high beam sea. Left Amoy for Swatow, on Tuesday, the 15th; moderate N.E. wind and fine clear weather. Left Swatow for Hongkong, on Wednesday, the 16th December; light Northerly winds and fine

The British brigantine L'Avvenire reports: Had N.E. winds and fine weather through The British steamer Lido reports: Had fine weather throughout.

POST OFFICE NOTICES. MAILS will close:-For SWATOW AND AMOY .-

Por Kennett, at 9.30 a.m., on Friday, the 18th inst. For STRAITS SETTLEMENTS .--Per Lido, at 2.30 p.m., on Friday, the For STRAITS SETTLEMENTS.—

Per Laju, at 3.30 p.m., on Friday, th

18th inst., instead of as previously For STRAITS AND CALCUTTA. Per Japan, at 2.30 p.m., on Saturday, the 19th inst.

For PORT DARWIN, THURSDAY IS-LAND. COOKTOWN, TOWNSVIL-LE, BRISBANE, SYDNEY, MEL-BOURNE, ADELAIDE, &c., &c.-Per Catterthun, at 3.30 p.m., on Saturday, the 19th inst.

For SWATOW, AMOY & FOOCHOW.-Per Douglas, at 5 p.m., on Saturday, the For FOODHOW & SHANGHAL.

Por Hever, at 3.30 p.m., on Monday, the For AMOY AND MANILA .--Per Zafiro, at 4,30 p.m., on Monday, the

For STRAITS & CALCUTTA .-Per Anier Head, at 11.30 a.m., on Thursday, the 24th inst. For NAGASAKI, KOBE AND YOKO-

HAMA.— Per Thibet, at 5 p.m., on Thursday, the 24th inst. For SINGAPORE & NEW YORK .-

Per Claymore, at 9 a.m., on Saturday, the 26th inst., instead of as previously For PORT DARWIN, THURSDAY, IS-LAND. COOKTOWN. TOWNSVIL-LE, BRISBANE, SYDNEY, & MEL-

BOURNE.-Per Woosung, at 3.30 p.m., on Wednesday, the 30th inst.

HOURS OF CLOSING THE ENGLISH MAIL. The following hours are observed in closing Mails, &c., by the British Contract Packet :--Day of Departure,

Noon. - Money Order Office closes. 2 P.M.—Registry of Letters ceases Posting of all printed matter and patterns ceases. P.M. Mail closed, except for Late

3.10 P.M.-Letters may be posted with Late Fee of 10 cents until 3.30 P.M. - When the Post Office closes

3.40 r.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

Tis. 300 per share

6 % discount, cash

25 discount

\$100 per share

New, \$ 775 "

\$87 per share, cash

Old, \$155 per share ex div.

\$163 per share, cash, sellers

nominal

cash

ox div. sellers

a cash, ex div.

n ex div., buyers

cash, buyers

Tls. 128

\$80

4,593.986 % half year 55 prem., cash, buyers

402.22 12% year end-ing June 30/84 Par, sellers

4,259.016 % half year 68 % prem., cash

9th instant, and may be expected here about the 16th instant. DECEMBER 17, 1885. about the 18th inst. Closing Quotations, \$ 50,779.22 £ 2 half year 168 % prem , cash

> Manila for this port on the afternoon here on the 19th inst. about the 22nd inst.

THE Pilot Fish is advertised to leave Pedder's Wharf at 12 and 12 45 p.m. to-morrow.

THE Agent of the O. & O. Co. informs San Francisco to the 28th ultimo, has arrived at Yokohama, and will leave for this port on the 19th inst.

Agents, Messrs Norton & Co. of a very pretty and neatly-got-up calendar for the Life Insurance Co. The card includes & picture of Her Majesty and a vice on the will not soon find an imitator. - Dombay back to China when they found the country Boyal River at Windson

MEMOS. FOR TO-MORROW Transfer Books of the Canton Insurance

Office, Limited, closed from this date Nominations for Hongkong Derby, 1886

JUST LANDED A LARGE SUPPLY OF URE CONFECTIONERY. comprising:

PINK, WHITE AND BROWN SUGAR CANDY CHOCOLATE CREAM, DESSEET CHOCOLATE, NOUGAT. Toffee, Barley Sugar, Lemon Drops, Prulines à là Rôse, -

Shipping.

Noon. -- Local Banks close. --

to 31st Instant, inclusive.

SATURDAY; December 19 :--

Victoria-Regatta.

Noon.—Local Banks close.

General Memoranda.

Victoria Regatta.

COMPITS, AND SUGARED ALMONI in great variety, MIXED SWEETS, ORYSTALLIZED APRICOTS, STRAWBERRIES,

GREENGAGES, CHERRIES, &C.

METZ, FRUITS,

CARLEDAD AND ETRAS PLUMS. A. S. WATSON & Co., HONGKONG DISPENSARY.

Hongkong, November 24, 1885. SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.)

DECEMBER.

| and the second s |  | Song. Minute Gun at Sea, Maj                            |
|--|--|---|
| OH WATER   | Sun.   | Bong,Minute Gun at Sea,Maj                              |
| rn. Aft.   | Kises. Sets.   | PART IL   |
| и. н. м.<br>38 6.11 -  | H. M. H. M.<br>6.86 5.18   | Reading, Capt. Song, Waiter! Waiter!                    |
| 38 6.48<br>28 7.26   | 6.37 5.18<br>6.37 5.19   | Song, A Warrior Bold, Gong, The King's Highway, Carpl I |
| 15 8.16<br>3 8.51  | 6.37 6.19<br>6.38 5.20   | Song, Sweethearts and Wives, Gr                         |
| *** \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \  | The state of the s | <b>通过方,以后的人类的,他还有的人们的自然的"他的第三人称"这些工工",不是有的成立,是对你的现</b>  |

9.37 + 6.38 5.20 79 High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt

Moon :- First Quarter Dec. 15th 1h 58m. ges The publication of this issue commenced al 7.30 p.m.-

Flats: 3 hrs. 30 mins.; at Shameen

The China Triail.

HONGKONG, THURSDAY, DECEMBER 17, 1885.

TELEGRAMS. (Via Southern Line.)

BULGARIA AND SERVIA. LONDON, 16th December, 1885. Prince Alexander insists upon the Scr vians evacuating Widdin.

LOCAL AND GENERAL.

PARSED SUEZ CANAL. OUTWARD BOUND :- Cachemire, September 22 : France, September 29 ; Bordeaux October 2; Perim, October 13; Oxford shire. November 13; Lennox, Nov. 17: Flintshire. Numida. November 20 Glenartney. Mosser. Hangchow. Nov. 27 Bellerophon, Cardiganshire, Yangtse, Ascalon, Orontes, Dec. 1; Sarpedon Palamed. Dec. 8: Anadyr. Glaucus, Pandora, Apean, Dec. 15.

HOMEWARD BOUND :- Strathleven. Oct. 27 Canton, Oct. 30 : Chazee, Nov. 13 Djemnah, Glenroy, Mendaus, Ozus, Henogle, Sachalien, Dec. 11. Nestor. Pembrokeshirs, Port Philip, Dec. 15.

The next English Mail, per the P. & C Co.'s steamer Cathay, left Singapore for this port on Saturday, the 12th inst, at 4 p.m., and may be expected here on or about Saturday, the 19th e next American Mail, per the P. M. S. S. Co.'s steamer City of New York,

by the law-abiding Chinese on this vital left Yokohama on Sunday, the 13t inst., at daylight, and may be expected here on or about Saturday, the 19th The Indo-China Steam Navigation Co. steamship Leesang, from London, was to leave Singapore for this port on the

for this port on the morning of 11th inst, and may be expected here on or The China Shippers Mutual S. N. Co. a Gazette. steamer Chingwo, from London, left Singapore on the 12th instant, and may be expected to arrive here on or about the 19th inst. The steamship Memling, from Glasgow, loft

e E. & A. S. S. Co.'s steamship Atrile left Port Darwin for this port on the 12th inst., and is expected here on or

and Saturday for the Regatta Flagship,

signaled a fire in the Wanchai district.

In a telegram from London, dated the 5th | The Chinese Navel Department would ap inst, we were informed that fighting had pear (says the Mercury of the 7th instant) been renewed at several places on the Nile, to be following in the wake of Japan with and that the rebels had been repulsed with regard to discharging all foreigners as fast heavy loss. On the 8th instant, another understand that a foreign engineer and a telegram stated that three Regiments had gunner, both of whom belonged to the been ordered to Egypt, so that the defence of Lower Egypt was evidently becoming an single European employed on board the object of anxiety. We are sorry to hear vessels belonging to the Yangtaze squathat, among the casualties brought about by these renewed hostilities, appears the Mr Justice Pigot on the 12th Nov. admitname of Lieutenant William Gordon Came- ted the plaint of Lady Young for divorce ron, son of General Cameron, commanding | against her husband, Sir William Young, on this station. Lieut. Cameron, who joined the Queen's Own Cameron Highlanders on 6th February 1884, is reported as having been dangerously wounded while at the front; and as the telegram containing this sorrowful announcement only reached this yesterday or to-day, severe fighting must be still going on. The Cameron Highlanders have won many laurels in Egypt, both in 1882 at Tel-el-Kebir, and since that engage-

THE Volunteers last night held another upon our occupation of Port Hamilton, has smoking concert at Headquarters. There just been published. It is said that when was not so large an attendance as usual, the King of Corea heard of England's inand the proceedings were scarcely so spirit ton he was furious with rage, and after an ed as they were in the earlier concerts. A. interview with M. Speyer, the Russian very pleasant evening was, however, spent by those who were present, and some of the copt the British, and solemnly protest items repaid the members for their visit to against the act. This was reported to Mr Headquarters. Captain Francis somewhat disturbed the harmony of the evening by once sought an audience of the King, told roundly lecturing the members of the Corps for their indifferent attendance at drill The following is the programme:-

Song, Who'll Buy My Pretty Flowers, Gr. Powell.
Song, Who'll Buy My Pretty Flowers, Gr. Cornish.
Song, What a Piece of Luck, Gr. Swales.
Song, Knock at the Window To-night, Gr. Prentico.
Recitation, The Sailor's Dream, Gr. Dade.
Song, Minute Gun at Sca. Major Tripp.

WE are credibly informed that three Chinese have been stopped and robbed while riding in their sedan chairs. The chaircoolies were stopped by the thieves, and while one thief threatened the coolies, the other or others did the robbing. Why the alarm was not given in these cases, we are unable to say; but probably the operation was so promptly performed that the occupant was robbed before he knew what was going on. Anyhow, the Chinese are becoming extremely dissatisfied and not little alarmed at the great daring displayed by the roughs who now are so numerous in the Colony. The outcome is likely

to be a memorial to the Administrator (Hon. W. H. Marsh) so soon as the present Governor (Sir George Bowen) has left the Colony. It would be well, we think, were Mr Marsh to direct his attention to the inadequacy of the system adopted here dealing with these roughs. The rascals seem to defy the powers of the Police in the native quarter; and so far as can be ascertained, the property stolen from respectable Chinese, together with the mild treatment and wholesome fare of the Victoria Gaol, are looked upon by these thieves as perquisites belonging peculiarly to themselves and prepared for their special delectation. These hardened scoundrels naturally prefer to enjoy other people's goods outside the walls of the Gaol; but even the Gaol itself. with its numerous comforts, is not to be despised. Some method of making robbery a less charming and pleasant occupation than it is at present in this Colony must be hit upon; and we are glad to find that the respectable Chinese are stirring in

THE Madras Club may, perhaps, claim the distinction of being the first Club in Her Majesty's Empire to adopt electric light ing. It was followed very closely, on the 22nd n', by the Naval and Military Club. The D. D. R. steamer Electra left Singapore London, which is the first Club in the metropolis thus to employ electricity. The New Constitutional Club. Northumberland Avenue, is about to follow suit.—Bombay

THE P. & O. Company have, as a rule, ex- | quin, whom M. Dapus met at Bacperienced good fortune at sea, the natural minh, expressed it as his opinion that by results of careful management, but the list following out this system he would guaof the 16th inst, and may be expected of accidents to their steamers on or near rantee, with the assistance only of four hunthe Ceylon coast between the years 1853 dred native militia, to pacificate and retain and 1880 is nevertheless a long one. The good order throughout the whole of the Madras struck on a rock in Gaile harbor country north of the Red River, or Song-1853. The Erin in 1857 ran ashore and cot, which forms the limit of the Epanish The Austro-Hungarian Lloyd's str. Titania was wrecked off Kalutara, between Colomcomales, on her voyage, like the Indus. Malabar in 1860, for China, with Lord Elgin and suite on board, was totally lost year, again, the Simia and subsequently the Pottinger, narrowly escaped a like fate. coy Island, Maidiver; and in the following year the Nemests was injured at Galle, and had to go to Bombay for repairs. In 1873 the Columbian, while towing the Nubla out tween; and the Indus, it is to be hoped pacified and orderly

na possible from their men-of-war. We famous relief squadron, were discharged on Saturday. At present there is not a

Bart, Superintendent of the Telegraph Department, on the ground of adultery and cruelty. The petitioner and the respondent were married in 1870 and had lived in Baugalore, Akyab, and Calcutta; and adultery was alleged to have been committed in Oal cutta between 1882 and 1884. During the last year, the petitioner was in Calcutta, but had gone away to Akyab simply because her husband had left her and she consequently had no means of supporting herself. She returns to Calcutta however for the purpose of the suit. Some startling disclosures are expected during the trial.

An interesting story, throwing a little light tention to retain possession of Port Hamil-Envoy, determined to call together all the foreign representatives at his Court, ex-Aston, the British Consul-General, who is a fluent Corean scholar. Mr Aston at him the whole story of the recent Anglo-Russian scare, represented the case of England in so favourable a light, and insisted so strongly upon the necessity of England maintaining her prestige in the Eastern seas, that the King's mind was completely changed. He declared that England might have a lease of the place, and that the authorities might make uso of it with perfect assurance. At present we hold Port Hamilton only on a lease at the King's pleasure, but fortifications and other evidences of fixity of tenure are being pushed forward with so much rapidity that, should the Corean monarch ever desire to put an end to the agreement, it is doubtful whether he will be strong enough to carry out the process of eviction .-

M. DUPUIS LAST VISIT TO

TONQUIN. M. J. Dupuis, the well-known French explorer, arrived here from Tonquin by the S.S. Crusader on the 12th inst. and left again for Marseilles by the M. M. Co.'s S.S. Melbourne on the 15th. M. Dupuis has on the present occasion made only a short visit to the country which he did so much to open up to his countrymen, but he has made good use of his time and has been able during his run through the country, from Haiphong to Mong-Kai, on the Chinese North-eastern frontier, and from Haiphong to Hanoi, Sontai, Thain-guyen, Bacninh and Hai-dzuong, to form a pretty fair estimate of the present position of the country and its requirements. We had the opportunity of interviowing M. Dupuis before his departure and escertaining his views upon the subject of the French occupation of the country. M. Dupuis readily admits the present deplorable state of the country; particularly with regard to the condition of the natives. These poor people are wearied of war, piracy, pillage and plunder. Their goods are stolen, their homes desolated and their villages burnt down. They are only too anxious for a period of peace and a return to something like law and order. But the literary and official class, not as a rule natives of Tonquin, but emissaries from the Court of Hue, are busy all over the country raising bands of partisans, who levy tribute and plunder the peaceably inclined natives of the villages who are unwilling to join their ranks. M. Dupuis considers the French military administration of the country rethe matter. We hope that the Administraaponsible for this state of affairs, and betor will see his way to carefully consider lieves that the great mistake made by the any recommendations which may be made government is in supporting and protecting the Annamite mandarins in the country instead of the people themselves. M. Dupuis scheme is to appoint a commune of elders in every district, town and village, and make them responsible for the good order of the district under their control, providing them when necessary with the aid of the native

left Singapore on the 15th inst., and bo and Galle, with General Havelock and Missions. The Bishop had conversed with may be expected here on or about the troops for the Mutiny, The Arc in 1858 General Courcy on the subject and strongly was wrecked on the east coast near Trin- urged him to adopt the plan, but, though from Madras to Galle. The Bengal in 1859 the General appeared to acquiesce in his was seriously damaged in Galle harbor. The propest, the advice was never acted upon. The General believes it necessary to retain in the same place, owing to her hawser French force of 25,000 men in the coun-Just as we go to press the alarm bells have parting in a gale of wind. In the same Ly. M. Dupuis considers that 2,000 or 3,000 French troops would be ample to It is reported to have broken out in a coal In 1872 the Colombo was wrecked on Mini- ensure the safety of the country, with the asastauce of a force of Tonquinese militia. The Than-mai expedition, which was made the Hindostan ran into the Alcinous off the so much of in the Paris papers, seems to have that the S. S. Beloie, with mails, do., from east coast of Ceylon; and in the same year | been little more than a farce, and the Coloof Galla hatbor, struck on some rocks and nelcommanding the French artillery on that backed into the Nubia, damaging both expedition was so disgusted with the affair vezels; while later on in the year the Golthat he is said to have thrown up his com-We have to acknowledge receipt from the Kadds rock, and was more or less injured. | mand and laft for France. The redoubt-In or near Colombo itself there is no record table Black Flage might, M. Dupula cousts of the loss of a steamer or of any serious dered, be safely left to their own devices, accident to one previous to 1880. Since dered, be safely left to their own devices. year 1886 sent out by the Queen Fire and that year casualties with the P. & O. Com- in the country around Lac-ked, from which, pany's vessels have been lew and far ber the believes they would soon find their way.

militia or police. His view is also en-

dorsed by many Europeans who have long

been re identa, and who have a wide ex-

perlanes of the country. Mgr, Caramel,

the Bishop of the Spanish Mission in Ton-

retain Tonquin without a large and pensive garrison, propositions for favour in the House of Representatives. saw the Cameria site was on the port bow the ship headed a little to W. of N. N. W. remember when Mr Jackson called upon leased. Probably M. Dupuis' opinion will be freely expressed on his arrival in Paris, and should carry great weight.

#### SUPREME COURT. IN ADMIRALTY.

(Before Sir G. Phillippo, Chief Justice, sisted by Commander Davis, R. N. Victor Envinuel', and Lieut. Commander Farquhar, R.N., 'Vigilant,' as Nautical Assessors.)

Thursday, December 17.

M'GREGOR, GOW & CO. V. B. S. CAMORTA, 81,005,000. NETHERLANDS INDIA STEAM NAVIGATION CO. v. B. S. 'GLENFRUIN,'-\$70,000.

BUITS 24 AND 25. The hearing of these suits was continued

and Stokes, represented the Camoria. Mr E. J. Ackroyd occupied the Regis-

These suits arose out of a collision which occurred in Hongkong harbour between the British steemer Glenfrum, of the 'Glen' Line, and the Dutch steamer Camorta, of the Netherlands India Steam Navigation Co, on the 17th October.

The following further evidence was tendered on behalf of the Glenfruin. Albert Louis Lemks said-I am an ablo reaman on board the steamer Galreston.

and have been at sea over 37 years. I remember the 17th Oct. last.; I was on board my ship lying at the west end of the harbour. I saw the Camerta alongside the wharf the first thing in the morning, and I saw her leave the wharf. The steamer Khiva was lying not very far from her, being open between me and the Camorta. The Camorta could have come out closer to us, and have got out without going so close to the Khiva... When the Camorta left the wharf she came out on an angle of about N. S. by N., as noar as 1 can tell. She followed that line, and never deviated from her course which would take her out at the same angle as the Khira which lay to the wind, the same as we did. She passed between us and the Khiva and I watched her pass. As the passed I heard the Glenfrum's whistle; that was the first thing that drew my attention. It was a very deep strong whistle, and I took particular notice of that, as I heard it two or three times; it was prolonged a good deal. I saw the masts and funnel of the Glenfruin coming down as soon as I saw the Camorta alongside the P. and O. steamer; the Camorta and Khiva were both between me and the Glenfruin, so that I could not make her out properly, but I saw her masts and funuel before I knew they were going to cross each other. The Glenfruin was properly in the fairway. well to the northward and eastward. The Camerta was going about four knots when she was between me and the Khira, and when I first noticed her I reckoned her engines were going half speed. She went at that same rate of speed until her midships was abreast of the Khira bouy to me when her engines were stopped. I saw the Glenfruin was coming on very slow for what I saw:

again a few plashes. I could not see how knots. After this the Camoria continued the same per minute. When she has far she was from the Glenfruin then, but to come on, and her speed did not seem to full way on each revolution should prothere were only a few plashes from the be reduced at all; she came round slightly, pel her forward 25 feet. The full screw, and then she stopped her engines under a port helm. After this the captain speed of the vessel was about thirteen again. From the time she stopped her engines up till the time of the collision must have been between three and four minutes. At the time the Camorta struck the Glenfruin her stern was clear of the Khiva about half a ship's length, say 140 feet. was standing on the lower bridge. I did not see the steward and second officer any. sion occurred the captain gave the order to where about then. Cross-examined by Mr Francis-Ircckon that if another thip had been anchored between us and the Khiza there would not have been room to swing. We were about berth, which is in the deckhouse near

the was about 5 | feet from the Khira.

well up and the Camorta was just about after eight. I noted the orders in the the case on Saturday. astern of the Khiza. When I saw the deck book immediately I get them and look Canoria reverse her engines she did not at the cluck for their time. On the mornkeep so for half a minute, there were only ling of the 17th I noted down all the orders 6 few plashes. I should say about half a as I got them up to that of 7.57, which, dozen turns. The Camorta never deviated together with that of 7.59, I put down after from her course right up to the time of the collision. I could not see who was on the bridge of the Camortans she went past. As near as I can tell our head bore N.E. by N. and the Khird bore about the same. The collision occurred about two points or them. two points and a half on our starboard bow. After the collision occurred I went to the lifeboat. After the collision the Camorta's head would be canted a little more to the about 800 feet distant, and I went to her entries in my deck log, or the time we were againtance in the lifeboat. I was not doing going astern, &c. The reason I did not duty as night watchman on board the note down the time I made the entry of the Galveston that day. It was perfectly clear order full speed a stern was that as soon There was one junk alongside, on our port order. There was not a great shock, it was bow, and there were a lot of junks to the more of a crush. I had telegraphed the for payment appealed to plaintiff for help, southward and eastward; there always are any junks on the north side of the channel. Mr Leach, said he had been employed by the person who failed to provide the Kon Sun saying he had 90 Chinese bunds

working shead, and she was going from marked the position where they steaded. Court, and solicitor for Mr went several times and tried to get the two minutes after I first naw her. Then left her. He left when they had not a lit. Smith v. Jackson. they were reversed, and the screw went the past Siemssen's buoy. He did not see Mr Caldwell here asked whether he was astern a few spissies and atopped im the collision. mediately. From that to the collision a few seconds elapsed. I did not see the boat with four men and left the ship from until he was released. Glenfrein coming along before the collision. the starboard side. The ship was going Mr Wotton, on behalf of Mr Jackson, There was not much alteration in the speed about four knots when he left her; the granted the necessary release,

she was heading nearly exactly the same speed ahead and he card no order given to companied on that occasion by Mr Jurgens had any other dealings with Ho Kon Sun way as the Khira. At the time of the col- the engine room after that. When they or not. On referring to his call book, he in Chinese bonds than the 90 referred to, lision, as nearly as I could say, the Glen- steaded Siemssen's buoy was a little ahead. frain was honding about west and by north. ber he was an able seaman on board the he left, his work was finished, he said to Galceston, and had since been paid off. He | the Captain, 'can do' and the Captain said saw the collision between the Camorta and he would slow down till he got into his the Glenfruin, which he saw from the fore- boat. He said it did not matter, but he did castle head. His attention was first attract- not know whether the vessel was slowed ed to the Glenfrian, by her whistle, coming down or not. down the harbour. Before this he saw the Camorta leaving Jardina's wharf between us | the Attorney General, said he was the Chief and the Khina, which was on our starboard engineer of the steamer Glenfouin. He beam. She came out parallel with the Khi- had been in the Company seven and a half vo, and when she passed the Khiva she was | years, and three in the Glenfruin. The en-The Glenfium came down well on the well. They had five engineers on board. heard her whistle twice. When I heard the engines, assisted by the fourth. the second whistle she was going very chief engineer was never engaged in work-The Camorta's engines kept working shead shortly before the collision, for about five costs, Mr Caldwell. Mr Jackson has teles same. It was not a fact that he him-O Malley), and Mr A. J. Leach, instructed she stopped and reversed them about five by Messrs Wotton and Deacon, appeared she stopped and reversed them about five by Messrs Wotton and Deacon, appeared and reversed mind about the stopped them pay any particular attention to it. He left April, he received \$200 on account towards bay. He did afterwards tell Mr. Jackson pay any particular attention to it. He left April, he received \$200 on account towards bay. He did afterwards tell Mr. Jackson pay any particular attention to it. He left April, he received \$200 on account towards bay. He did afterwards tell Mr. Jackson pay any particular attention to it.

Tor the then the state of the Hongkong and Shanghai Bank.

Baily, instructed by Messrs Sharp, Johnson at once. About two minutes to two his cabin to go back to the engine room and the state of the Hongkong and Shanghai Bank. minutes and a half after this the collision and just then the collision happened. He \$285, was paid to him on the 27th March and get 33 bonds. That was after this occurred. The Camorta was going faster made up the engineer's log from a slip of mers on the north side of the fairway, and at the time. At 7.57 he had entered full defendant. There was an amount of \$375 put in and read. It was addressed to the the time of the collision. The Glenfruin | the exact time that the collision occurred. room to pass it if she had gone on.

in this case last Monday week. Witness had been in Hospital, and Captain | the telegraph go, and when he got down he Norman saw him there. He had not seen found it was to stop. That was just a

Lemke from the time he went to the few seconds before the crash. When he went down he found the engine room was Hubert Piers said-I am third officer of beginning to fill with water and he went up the Glenfruin, and hold a second mate's and reported to the Captain, who told him I was on board the Glenfruin on the 17th possibly could. He then went full speed. October last. As the Glenfruin was leaving given as to navigating the ship. When the made his report. The entries 8 a.m. stop-

head of the Glenfruin was brought to bear on | ped, and the following one, went 'ahead received the order 'full speed shead' I re- and witness was as the time a little

three short blasts. ahead. Just immediately before the colli- that morning. stop the engines, and I telegraphed it to adjourn. He had he said four or five more. the engine room. Immediately after the witnesses. He thought he would be able collision occurred I left the bridge, and to get through to morrow. went on a mission for the captain to his

When I first saw the Glenfruin I saw her to the bridge, I again saw the clock; it It was eventually decided to adjourn till just over the bow of the Khiva, she was stood at about eight, perhaps a minute to-morrow at 10.30, but not to go on with the collision, having seen the clock as described for the former and judging the latter. The other two entries were made the next day. I had no communication with the captain about them before I made

> Cross examined by Mr. Francis-I have been 71 years at sea, 21 in the Glenfruin, with Captain Norman. I had some conversation with my brother-officers about the collision afterwards, but nothing about the

order to stop just before it. Camorta hid the Glenfruin's stern from me. tenths of the buoys. The position he tion Court.

tell she was heading about N.E. by N.: Hor. She had not been going at full Mr Jackson told him that his principle them, and an execution was issued against Formosa. The goods and monies were tell she was heading about N.E. by N.: Hor. She had not been going at full Mr Jackson told him that his principle them. tell sue was penging about it is, by it.; nor one may not over going and that he was selling him (plaintiff) only, and he was arrested supplied at the request of Captain Hunter, after the collision my attention was drawn speed at any time. He rowed away to pul was a Chinaman and that he was arrested supplied at the request of Captain Hunter, specu are any time. The rower and the londs for Chinamin. Ha told witness He was only released on three of the but on the credit of Mr Marty. For these Cross-examined by Mr Francis-I have red after he left. When we began to that, not once but a dozen times. been 16 to 17 years at sea. When I first go shead the helm was starboarded and of the Khiva, and as near as I could tell. When they steaded he gave the order half him with the writ, nor whether he was ac-

Re-examined by the Attorney General: Thomas Lacey deposed—On the 17th Octo- After he had steaded the ship on her course

James Whiteley Simpson, examined going from three and a half to four knots. gines of the steamer always worked very north side of the fairway. She was not On going out of harbour on the coming fast whon I first saw her, and I 17th Oct. the second engineer stood by slow—about a knot or a knot and half, ing the engines. He was in his cabin and said—'You will be kil right for your Mr Jackson; some of them might be the until she was ahead of the Khiva, and then or six minutes. Whilst there he heard graphed home for money, and if he does self-had given the 33 bonds to Mr Jackthe collision took place nearer to them speed astern and immediately after ran paid into Court in all in satisfaction of the Hongkong and Shanghai Bank, and read; than to the Khiva. The Camorta's stern into by a steamer. He put down 'imwas clear of the Khiva about 300 feet at | mediately after because he did not know was close to the westernmost of those two He heard the crash and went at once to steamers; she would not have had much the engine room and he saw the clock was standing at 8. That would be he supposed Cross-ex mined by Mr Francis-Witness about 6 or 7 seconds after the cash. first saw the Glenfrain over the bows of the At the time of the crash he was on the Khiva. He was first asked to give evidence main deck under the upper bridge and about half way between his berth to the te-examined by the Attorney-General- engine room. While on the way he heard

certificate. I have been at sea since 1878. to keep the engines going as long as he Cross-examined: He wrote the entries port I was on duty on the upper bridge, at on the last page of the log at about 9 o'clock the telegraph, my place on the ship on on Monday morning in his own room. leaving port. The captain was also on the The whole of that page was written at bridge and the pilot. I keep the pencil log the same time. He had not the slip of produced, and note down in it the order paper on which the second engineer had

a course which would have taken her clear of | were made by witness from his own obserthe sterns of the ships on the north side of | vations. The clock in the engine room was the fairway her helm was steadled, and at stopped by water. He had no special duties 7.44 the order was given for half speed, to perform in going out of port. It was which I telegraphed to the engines, and about seven minutes after he saw the pilot they were kept at that until the pilot left, leave that he heard the grash of the colliat 7.53, when the ship was slowed. The sion. From his room he could not tell next order was at 7.57 full speed shead.' I whother the engines were going ahead or looked at the clock in the wheelhouse below astern. Until he heard the crash he had when I telegraphed. It took me four or no idea any ship was approaching them. five seconds, as I had to go down the He could not hear any orders given on the ladder two steps. I then went back to the bridge from his room. The collision took telegraph, and only a few seconds after I place about the middle of the lower bridge,

coived the order full speed astern. It aft of the spot. He at once went bewas, perhaps, seven seconds, perhaps a little low, as his first care were the engines. more. When I got the order full speed He got the report at 7.57 full speed astern I saw the amorta : she was opening estern and 7.59 full speed shead verbally out from under the les of the Khiva. Di- from the fourth engineer. He heard the rectly he had given me the order full telegraph go and felt the engines stop at 8 speed estern the captain gave the quarter. as he was going to the engine room. The master the order hard a port, and the Cap. engines made from 48 to 57 revolutions at tain pulled the whistle lanyard, three sharp, full speed and from 30 to 33 at half speed. short blasts. At this time I should think The Glenfruin has a screw with a pitch of coming at a speed of between four and five when the engines are put at work are

gave the signal again with the whistle- and a quarter knots, half speed about eight knots. This is the speed of the en-The Attorney General—Did you hear the gines but he did not know what the speed Camorta whistle at all !- Just before she of the vessel would be going in and out of struck us she blew one short blast. At the harbour. There was no record left of the time she struck us we were just forging number of revolutions made by the engines The Attorney General then proposed to

His Lordship mentioned the Regatta tomorrow, but said that if it was convenient 700 feet apart. When the Camorta came the break of the poop-about 130 feet to all it would be better to go on with the out she was nearer to the Khiza than us, from where I was standing. I went case, as there were the Criminal Sessions there and came back. On my way back | next week and Christmas near at hand.

> IN SUMMARY-JURISDICTION. (Before His Honour J. Russell, Puisne - Indge). Thursday, Dec. 17.

o. JURGENS V. A. H. JACKSON,-81000. A. H. JACKSON D. L. O. JURGENS, \$1000. Mr Mossop, of Messrs Dennys & Mossop, appeared for Mr Jurgens, and Mr. Wotton, of Messra Wotton and Dencon, represented Mr Jackson.

In the first suit, plaintiff claimed the sum of \$1000 money which he says he advanced for and on behalf of the defendant. Mr Mossop, in opening the case, related the circumstances under which the money was advanced. He explained that in June last judgment was given against defendant in a suit in which Mr McGregor Smith sued him between the Galveston and the wharf, as I got to the telegraph again I got another for \$1800 as damages for non delivery of 90 Ohinese bonds. Defendant being pressed and plaintiff being a friend of the defendant I could see the P. and O. wharf that morn- the Glen line about 8 years. The Glen- bonds, signed a promissory note jointly for sale, and being asked by him to be ining, but there were junks anchored be- fruin started at about I to 8 from the buoy, with the defendant. When the note fell troduced to some one who would sell them.

ber to the collision. As near as I could about two ship's lengths when he left course of his instructions to witness. Mr Jackson. Judgment was issued against have been able to proceed to her destination.

21st Merch; Mr Jurgons was not with him and was signed by him, and the last item at that time. He was at that time acting read. for Mr Jurgons; he did not remember in For non delivery of bonds, amounting which mutter, as he had acted for Mr Jur- in value to \$45,000, sold through Mesers gens in so many matters. Mr Jackson and Jackson and Gubbay to Mr McGregor Mr Jurgens did not see him together be. Smith, the latter claiming damages, tween the 16th March and 2nd April; on through Mesers Wotton and Deacon, for the latter date the petition was filed. He had 1800, costs of solicitors, &c. \$1000.

repayment. Mr Jurgens, so far as he The fact was, after the transaction with Mr could remember, was in Court during the Mc Gregor Smith fell through, Ho Kon Sun trial. He had received nothing more than said he was hadly in want of ready money, \$200 either from Mr Jurgens or Mr Jack. and asked witness to give him \$5,000 for son in this case, and out of that he had these bonds. He wrote a cheque for that paid \$90. Mr Jurgens had promised to amount and then pledged the bonds, and pay him his costs, but he had never applied he then asked Mr Jackson to sell the 33 to him for payment He had many times | bonds. On the 19th March, there were applied to Mr Jackson, who was his debt- 33 bonds in the Bank. After that he got or, and had received many promises. Mr out 20 bonds, which he gave to Mr Jackson, Jackson had never at any time said to him | who gave these to Ho Kon Sun, leaving 13 that Mr Jurgens was his principal.

culties he was in. If he had known that bonds if he could sell them during his man living at Brown's boarding house, on Mr Jurgens had had money it is probable absence in Canton. He was very friendly the 15th inst., and was sentenced to fourhe would have been after him for payment. with Mr Jackson in Tebruary, and it is very teen days' hard labour. Oscar Brandt said he was a merchant and probable that he frequently had tiffin, with accountant. He was looking after Mr Jur- him in the Victoria Hotel. He might gens' business. For some months he had had have had a conversation with Jackson about his affairs in hand, trying to arrange the end of February or beginning of March them. He remembered the suit McGregor about the bonds. He did not go to the Smith v. Jackson. After the judgment he Hongkong and Shanghai Bank before was requested by Mr Jackson to try and the 19th March, but after that date be arrange about the payment of the debt with | went with Mr Jackson to the Bank, and on | Street, on a warrant, at 7.30 g.m. yester-MrSmith, with whom he was at that time on that occasion he heard Mr A. H. Jackson day. The house was fitted up as a gambling very good terms, as Mr Smith was then his ask Mr Jackson of the Bank to allow him place and boxes of dominous, cards, counters, neighbour. He saw Mr Smith many times (Mr Jurgens) to overdraw on the security | counting sticks, dice, &c., and a large table on the subject. He told Mr Jackson that of the bonds. He did not remember Mr were found in the room. The defendants, Mr Smith had said Mr Jackson had been | Jackson of the Bank saying that they had | who were in the room, were not at the time very foolish in making a contract for the enough Chinese bonds themselves. He did engaged in gambling. sale of bonds, which were a very difficult not think Mr Jackson had said so because commodity to get hold of, without having he granted the overdraft. them in his possession. Mr Smith said he Mr Wotton at this point objected to Mr who used to be a constable, rented the required a good sum of cash down, and a Brandt, who was sitting at Counsel's table, house for the purpose of gambling, and he promissory note from Mr Jackson for the balance, secured by a good man. Mr Jackson said he could neither get the cash nor security, and subsequently asked witness to see Mr Smith and offer \$300 cash down with a promissory note for the balance without security. Mr Smith would not ac- dollar. cept this, but said he would accept Mr Jurgens as his security. Witness would not listen to this as he saw the drift of it quito plainly at once. Mr Smith was at that time graces or two amorts were stopped sine went; three and a half knots, and the Camorts was slow, or tied up to a wharf the revolution to a minutes before they were three and a half knots, and the Camorts was slow, or tied up to a wharf the revolution to a wharf the revolution to a minutes before they were three and a half knots, and the Camorts was slow, or tied up to a wharf the revolution to a minutes before they were

Witness did this but advised Mr Jurgens not to have anything to do with it. Mr Jurgans, however, said that Mr Jackson had been to him and said he would be put into gaol and into tankruptcy, and he, Mr Jurgens, must help him. do anything which would bind him to pay knocked you down?-No. any money before the end of the suit pending against him. Mr Jurgens, however, went and signed this note, and got a letter guaranteeing that the note would not be enforced before the end of two months. the pote. Mr Jackson had told him many

Kon Sun remained in hiding. Cross-examined, witness said he did not know that Mr Jackson had 35 bonds. Jackson told him if it had not been for Mr Jurgens, he would never have had trouble with Ho Kon Sun, and that Mr Jurgens had introduced him.

Mr Wotton called upon the other side to produce a statement of account between Mr Jurgens and Ho Kon Sun. He had given notice to produce.

Mr Mossop said they did not produce it. Oross-examination continued - Witness said he believed the document shown was in the writing of and signed by Mr Jurgens, He conversed with Mr Jurgens on the matter of the bonds, but he did not believe that he had ever conversed about the matter in the presence of Mr Goldring. Mr Jackson had never said to him that he (Jackson) had done this busi-

ness, and Mr Jurgens had seen through it. Louis Oxley Jurgens said that some months ago he had some dealings with Ho Leong Afat a harbour pilot, examined by and also having introduced to defendant Kon Sun in Canton. He remembered Ho the writ in the suit brought by Mr McGretween it and me. I should imagine it and he then went on to the upper bridge, due, judgment was obtained against both He introduced him to Mr Jackson. He met make money out of it yet, and also would be about 1,500 feet from the Khira The Genfrein was then heading about plaintiff and defendant, but execution was Mr Jackson in Canton first, and Mr Jackson to go to Mr Caldwould be about 1,000 rest from the Anna I ne Gentler was then que against the plaintiff, who son asked him if he eyer had any business well to have the suit defended, that have to consider, therefore, is this Why to Jardine's wharf. I saw the Glenforin N.N.W. He gave the orders to the engito Jardine's whart is saw me visitivities in his way. In consequence he would pay all expenses and that have to consider, in the first order was to go satern a was arrested, all his property being locked to throw it in his way. In consequence he would pay all expenses and that did the silver fail to come in for coinage?

When she first came out, and I noticed her neers; his first order was to go satern a was arrested, all his property being locked to throw it in his way. In consequence he would pay all expenses and that did the silver fail to come in for coinage? heers; his gran house was accessed, an attachment under another suit. of this he threw this in his way. He was whatever the result of the action he would little, to clear the bucy on the starboard up in an attachment under another suit. Re-examined by the Attorney-General. — bow. The Captain may have repeated some He obtained his release by paying Mr Mc. not to get any share whatever in the trans bear the brunt of it. He also said to Mr From the time the engines were first stopped of the orders. After clearing the buoy Gregor Smith three Chinese bonds, of the orders. After clearing the buoy to their being reversed was about two they went ahead towards the China Mer. nominal value of \$1600, part of the prominutes; they reversed a few plantes, and chants buoy. The buoy before the China perty attached, which were released. Plain- Sun said he had 33 bonds for sale, and he to bring Ho Kon San into it, because Ho then stopped again, and the engines were Merchants buoy was Russell & Co. s buoy. tiff admitted that defendant had paid on introduced Ho Kon Sun to Mr Jackson Kon Sun in a great friend of Pitman's, and not moved again until the collision, which The vessel had to go out that way; they his account 6310 to Messre Sharp, Johnson here, and he heard Mr Jackson say he had if Pitman knows I am the party who is was three or four minutes after it. Al- could not go straight. After they passed and Stokes and Sto together it was about five minutes from the the first buoy they steadied the helm. reduced the claim to \$1240, but the plain day after this arrangement was made, Mr think he has got me into a hole, and we time the Camorta engines stopped until the The spot he marked M. on the chart was tiff had abandoned the 2240 to enable him. Jackson and Ho Kon Sun met in plain- shall never make anything by it. collision at the time of the collision the where they steadied. He knew about eight bring the suit into the Summary Jurisdic. tiff's room in the Victoria Hotel, and Ho Wotton pointed out that it was most im-George Ship, examined by Mr Leach, fixed was between Resell's and the The defence to this claim was that plain. 33 bonds. I have sent for the others. He wided all the money to carry on the suit deposed: I am an able seaman on board China Merchant's buoy. Without look. the had been the principal in the transaction saw these bonds handed to hir Jackson, purely out of friendship for the defendant, deposed; and was on board her on the ing at the plan there was on the and defendant had only acted as egent, and was on board her on the ing at the plan there was on the largest and defendant had only acted as egent. the 13th October last. I saw the collision be Southside of the Fairway, Jardine's Buoy The chain of the plaintiff in the second suit went away and offered them to Mr McGre- signed the promissory note, had done so tween the Camoria and the Glenfruin, being The China Merchant's, Siemasen's and the was for money paid for and lent in various gor Smith. Mr Jackson returned, saying with the view of screening the plaintiff. on the house at the time. Lemke sang out P. & O. Buoy. (Witness then pointed sums to the defendant in the Mr McGregor Smith refused to accept The further hearing of the suit was adto me and called my attention to the two out the buoys on the plan, not with- second suit denied all the items except the tank and banded over these bonds, to journed until Saturday, when the Court steamers which were in collision. When I out some little difficulty, stating that, \$310 and 850 mentioned above. first saw the Camorta sho was at an angle, he did not knew how that chart was The following evidence was given for run about with them. Plaintiff only held and O. buoy. Her engines were then they took after leaving the buoy and Mr Caldwell said he was a solicitor of this Ho Kon Sun was not there. Mr Jackson quench & co. v. A. R. Manry, \$439.55.

four to five knots. They stopped about The vessel steadled her helm before he Jackson in suit No. 18 of 1885, McGregor | whole of the bonds. After the judgment | This case was heard on Tuesday last. was given, Mr Brandt saked him to assist Plaintiffs are morehants in Bwatow, and de-Mr Jackson. He only signed the Fromis fendant is a merchant carrying on business, required to disclose a privileged community sory rote because he was a friend of Mr and the claim was for coals and stores sup-Cross-examined: He had a pullaway tion or not. He did not think be could so Jackson, and had introduced Ho Kon Sun plied to the steam launch Kewloon on the could have sweet its adversary from the to him, and because he was assured by Mr operation of her putting into Swatow in a field. To illustrate the matter from the Jackson that he would settle it before it disabled condition in the early part of the Banks point of view we append a table became due. It was not settled, however, year, and also for montes advanced for re-

Cross-examined with as said he did not against him by Ho Kon Sun being re- for \$300, and the other for \$50. These

no interview with Mr Jurgens between that Ho Kon Sun was owing him a large sum date and the 25th April. At one time, of money, and he also had an account with after the answer was filed, Mr Jackson bim and Mr Jackson, and in making up told him be had taken his metructions this account, which was only a fancy one, from Mr Jurgens. Mr Jurgens was pre- Mr Jackson asked him to put in this sent then and must have heard what Mr amount of \$1000. Plaintiff did not know Jackson had said; he did not contradict it. what the \$1000 represented. When Ho Witness certainly did not have the impress Kon Sun could not pay, him for arms son from that that Mr Jurgens was Mr which he had bought, he paid him in The Jackson's principal. After the judgment, Chinese bonds. He did not think they Mr Jurgens met him in the street one day were the same 33 as had been given to claim, of which he himself paid 890, that | Please deliver to Mr A. H. Jackson Charwas, \$90 over the cheque for \$285. He might | tered Bank Bonds for \$16,500 which I dehave paid it out of the \$200 which he posited with you against cheque and oblige. one-masted boat. had received as costs, but he considered \$16,500 represented 33 bonds. This note it might be better to pay it out of was written ten days after the transaction next. his own pocket and then apply for between Ho Kon Sun and Mr Jackson.

in the Bank as security for the cheque for To the Court—He had never applied to \$5,000. He gave a second letter to Mr | was convicted of stealing a cost, value \$2, Mr Jurgens because he knew the diffi- Jackson, empowering him to draw these the property of George Washington, a sea-

> nodding to the plaintiff. Mr Wotton to plaintiff-How was it you occasions.

Two dullars and fifty cents?-Yes. And hadn't Mr Brandt any money !-I am not Mr Brandt. Didn't you, on the 24th November, call

I suppose you are not aware of it?-No. You never had any words with him at all?

-Not that I am aware of. In the Victoria Hotel, now think?-I know nothing about it. Do you mean to say that you know Witness again advised Mr Jurgens not to nothing about it, that you don't know he His Lordship-I don't see what that has to do with a suit for a \$1000. Mr Wotton- It has to do with it. This

suit has simply been brought out of revenge for Mr Jackson having knocked Mr That was all he knew about the getting of Jurgens down for using foul names to him. Mr Mossop then re-examined plaintiff as times Ho Kon Sun was his principal, and to the statement which had been put in in Ho Kon Sun was to get the bonds from cross-examination, and his Lordship also Mr Pitman, and Mr Pitman had stopped questioned him at some length on the same the bonds and thus caught Mr Jackson in a point, the latter remarking that it seemed trap. After the judgment, he and Mr to him a very strange thing that any one Jackson tried to get Ho Kon Sun but Ho should make out such a statement as fancy sketch and take a press-copy of Plaintiff said he and Jackson simply put it down to see how the account looked paper, and pointed out that if he had tended to present it to any one he would not have made it out without a heading or date. His Lordship said that that made it look all the more strange. Paintiff then des-

cribed it as a mere rigmorole. Mr Mossop-New you have been asked how it was you did not bring your suit before. Is it not a fact that Mr Jackson die not bring his suit before you made your

Plaintiff-Yes. Besides the \$1000 du me on this note, Mr Jackson is due me see veral thousands more for money paid to Messrs Cohen and Gubbay. This concluded the evidence for th

Mr Watton opened the case for the deprove that throughout the whole transaction. Mr Jackson acted simply as agent and as the representative of Mr Jurgens. When gor Smith was presented to Mr Jackson, he was standing with Mr Jurgens, and Mr Jurgens said : Oh, never mind, we will

If the French Government could, as M. of the Camorta from the time I first saw engines had been going at half speed for | Continuing, witness said that in the and an action was taken out against him and I pairs and wages, without which she would drafts were protested and dishonoured Cross-examined plaintiff said he had not His Lordship gave judgment for \$350, with interest 828.05, and costs. The passage money which plaintiff had had to pay might be claimed in the costs. Mr Caldwell appeared for the plaintiffs Mr Wolton for the defendant.

> Police Intelligence. (Before H. E. Wodchouse, Esq.) Thursday, December 17.

with returning from banishment on the April 17 43,65 Wong Kam, P.C. 204, deposed that he June 12 43.75 arrested the prisoner after 4 p.m. on the July 24 43.65 16th inst., in Queen's Road West. He Aug. 21 43.65 had been banished on the 18th July last ou the warrant produced.

Inspector Staunton stated that when pri- Nov. 27 42.88 soner was brought to the station he said he Dec. 11 42 58 had come over by the Sai Hing passage bont, and that he had only come to get Jan. 8 43. some clothing. The lukong said that he Feb. 19 41.99 had arrested the prisoner near the Man On Mar. 5 42.15

Defendant said he came by a passage May 14 42.58 boat to Kowloon, where he met the infor- June 11 42.31 mer who went and got a constable, who July 9 42.36 arrested him at the stone wharf, Kowloon Aug. 6 42.31 42.25 City. He had gone there to see if one of Sept. 17 40.64 41.65 1.01 dearcr. his brothers was there and to get some Oct. 10 40.64 41.38 clothing. He came across afterwards in a Freight, insurance and petty charges are

Lau Ashau, hawker, of Tungkun, was the local mint. It would have been throwsentenced to one month's hard labour for ing away money to have done so, except stealing three finger rings and a ten cent lately, when the action of the French Govpiece, the property of a Japanese woman ernment has run the price of Mexican named Tam Asan, in Wellington Street, on Dollars up to an abnormal figure.

(Before A. G. Wise, Esq.)

William Beckett. seaman unemployed

PUBLIC GAMBLING. Ng Acheung and three others, coolies,

were charged with public gambling at No. 13 Ship Street, on the 16th inst. Inspector Mackie, with a party of police paid a visit to the first floor of 13 Shir

Chang Fat, P.C. 170, gave evidence the effect that he knew the first defendant, had seen him gambling there on several

did not bring this action before!-I brought Some further evidence was given by an it as soon as I could, as soon as I had informer who had been to the house to gamble and who had seen first defendant But what means did you require ?-A | managing the game, po-taz. Second defendant was watchman and third defendant took the money.

First defendant was fined \$20, or one month's hard labour. The others were ordered to find two sureties of \$10 each to be of good behaviour for these months; in

default to be committed for three weeks. A BRITISH VERSUS THE MEXICAN DOLLAR.

The Singapore Free Press further discusses the question of the substitution of British for a Mexican dollar as follows :--Continuing our plea for a British dollar, we now propose to examine the history of the Hongkong dollar and trace the cause of an atter failure.

in the 7th May, 1866, the Hongkong Government opened a mint for the coinage if British dollars, and on the 25th April, pointed out the costliness of a local mint, 1868, the mint was closed, the experiment and argued against it. The Government having proved a dead failure, a source of authorities at Hongkong found that, even serious loss to the local Government, and, doing a large business, it would take a we may add; a notable warning for future seignorage of 2 per cent to cover expenses. guidance. The new dollar was created The lowering of the rate to I per cent was with the avowed intention of driving the only a forlurn hope to prevent the closing objectionable Mexican from the Colony, of the mint-the Government being prebut purely through lack of technical know- pared to bear half the expense of minting ledge on the part of the designers of the Hongkong dollar, the Mexican vanquished forced idleness by the reduction. Now in its new rival, and still reigns triumphant. London the coin could be turned out at The explanation of the failure is simple, and its cause, though sufficiently drastic to under consideration were carried out, we upset the whole scheme, could easily, have must look to Tower Hill not to Singapore been remedied. The Hongkong authorities for manufacturing our dollars at any rate decided that the new coin should weigh until circumstances materially change. 416 grains Troy, 900 fine 374.4 grains of pure silver, or about one per mille more than the average Mexican. They were pre- a technical one, and one difficult of elucidapared on receiving silver to return it in the tion in two newspaper articles. The only shape of Hongkong dollars, one dollar be. hope of ultimate success lies in agitation, ing made out of every 374.4 grains of pure led by men who possess both influence and silver, and on all money comed they levied the necessary technical information. The a neignorage of 2% to pay mint expenses. A little silver came in at first, and the

dollars were issued. They were excellent belongs entirely to a particular business. coins; the Chinese of the island readily ac. and if the proper persons do not take up cepted them on a par with Mexicans, and the two coins circulated together at equal value. But soon it became evident that something was wrong, for silver ceased to be of- the present bad circulating medium will fered at the mint, the expenses of which were continue master of the field. meanwhile running on, causing heavy loss to the Government. An effort to remedy the difficulty was made by reducing the seignorage to 1 per cent, but, silver still failing to come in for coinsie, the attempt was OPIU given up, and the mint was closed after In the answer to that question lies the explanation of the whole matter.

Now although anybody could take silver to the Hongkong mint, or import Mexican dollars from abroad, vet, as a matter of pragice, the supplies of new coin are nearcheapest market, and when the Hongkong Bank, Wire, ... 3/31 dollar offered itself as a rival to the Mexican they found by calculation that paying 374 4 grains of fine silver plus 2 per cent ! seignorage for one Hongkong dollar was Credits, 11 almost invariably a more costly operation. Documentary 4 months aight, 3/4 than buying Maxicans in the London bul- India, Wire, .... lion market and bringing them out to China. The public in Hongkong recognite Bhanghai, demand, ... 701 ed no difference in value between the two I contending comme and as the new local Gold Load 994 have I dol ar proved the more costly, it naturally Sovereigns. ... \$ 0.92 had to fight a losing battle. In fact, the fatal mistake had been made of putting too nuch fine silver into the new dollar. With 874.4 grains of pure allver, the Hongkong dollar could not compete with the Mexican; with 870 grains only, it

during the last three years :--Mexican dollar Mar. 43.53 Oct. 18 43.86 43,11 Dec. 13 43.65 Jan. 10 43.65 Wong Afat, an old offender, was charged, Mar. 6 43.97 Sept 18 43.65 dearer.

not included in the above rates as being The case was remanded till Saturday common to both coins, the relative prices are not affected thereby.

The above figures clearly explain the action of the Banks in not taking silver to

The moral then to be drawn from the career of the Hongkong dollar is that no coin of equal metallic value with the Mexican has any chance in composition against unless indeed the coining country charges the expense of minting to its revenue. It is highly undesirable that we should take the latter course, for our dollars might be largely used by foreign countries, we bearing the outlay of minting

for their benefit. It cannot, therefore, be too strongly enforced that the British dollar required to stamp out Mexican coinage from our possessions must contain per cent. less of pure silver than the Mexican. If this is not done, nothing but failure and loss can result; while a coin of 370.24 grains of fine silver would effect

our purpose, and cost us nothing. The Hongkong dollar is not the only attempt that has been made to displace the Mexican. In 1873 the United States coined a Trade Dollar for this express purpose, and ignoring the warning of 1865. they made the coin 420 grains, 900 fine-378 graius pure silver, or fully 1 per cent. more than the Mexican dollar. Such a clumey attempt was certain to be defeated. The Banks soon found out that the American coin was too costly an article to import into the East, and the Trade Dollar has virtually shared the fate of its predecessor. Undeterred by the examples of Hongkong and America, France has, within the last few months, entered the lists, and has fallen into the identical pitfall which ruined the other two. The new Saigon dollar weighs 419.99 grains Troy, 900 fine=377.99

grains pure silver. On its own merits this coin has not a shadow of a chance of dislodging the Moxican. But then there is the consideration that the gioire of their Plastre-de-Commerce circulating in the East may reconcile the French Government to a heavy and continuous loss. A country that is stupid enough to permit the French drawback policy, might not even flinch from systematically selling coins to foreign nations under their cost price; but, setting aside the perpetration of this fully, and the equal y extreme course of imposing a tax of at least 2% on all Mexicans imported into

the country, the Salgon dollar must prove Reverting to the Hongkong dollar, the experience then acquired teaches us another important lesson. A fortnight ago we if only the mint could be saved from en-3 per cent only, so that if the proposal This then completes our plea for the British dollar. The subject is emphatically

nowers that be cannot be expected to be familiar with the details of a project which and push the matter, then the British dollar that is to worst the Mexican, will remain an unaccomplished possibility, and

> Quotations Honoxone, December 17: M-New Patua, cash,... 565/560 Old cash, ... --New Benares, cash,... 545/540 Old ... 520 New Malwa, cash, ..... 530/540 Allowance, Tacls ..... 24 @ 48 Old Maiwa, cash, .... 550 Allowance, Taels .... 32 @ 56

Porsian, Oily, cash. 480/500 Allowance, Taels ..... 16 @ 32 Persian, Paper tied,... 520/525 Allowanco, Taels ..... 16 @ 32 Exchange. 30 days' sight. ... 3/4 4 months' sight, ... 3/41

30 days' fight, private 738

METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer 30.11 Tomperature . . . 63 Humidity . . . . 41 Direction of Wind . z Force 1

Weather of the relative cost of the two coins sup. Hongkong Quervatory, Dec. 17, 1885.

### Intimations.

#### IOTORIA REGATTA. THIRTIETH MEETING.

FRIDAY AND SATURDAY, 18th and 19th December, 1885.

abren :-H. E. Sir George Forguson Bowen, a.c.M.a. Vice-Patrons:-His Excellency R. Vesey Hamilton, C.B., R.N.; His Excellency Major-General Cameron, e.s.; The Honoarable Sir George Phillippo, KNT. Commodore Morant, R.N.

Stowards :- Commander Alleyne, R.N.; Col. Anderson, Northamptonshire Regt.; Col. Crawford, B.A.; W. M. Deane, Esq.; Col. Foster, Northamptonshire Regt. H. Hoppius, Esq. ; Hon. W. Keswick ; Captain Long, R.N.; A. McIver, Esq.; Captain R. E. Pearson, n.N.; Commander R. M. Rumsey, R.N. + Col. Walker, R.E. ; H. E. Wodehouse, Esq.

Committee :- Hon. T. Jackson (Chairman); G. A. Bramwell, Esq., Northamptonshire. Regiment; H. R. Coombs, Esq.; D. Gillies, Esq. ; N. G. Mitchell-Innes, Esq.; E. R. Wood, Esq.; G. D. Böning, Esq.; A. Denison, Esq.; T. Glass, Esq.; J. I. Hughes, Esq. ; F. Koch, Esq. Hon Secretary :- J. H. Stowart Lockhart.

Hon, Treasurer :- C. S. Addis, Esq. Judges of the Rowing Races :- R. K. Loigh, Esq.; and A. K. Travers, Esq. Umpires and Starters:-- Rowing, A. MacEwon, Esq.; and H. J. H. Tripp, Esq. - Yachts, and Open Sailing Boats, E. Beart, Esq. ; and E. Burnie, Esq. Judge of the Sailing Races :- Lieut. Keig-

Friday, 18th D.cember, 1885.

1st Race. -- 12,30 p.m. - Junior Sculls. For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Prize, 'Brokers' Cup.' Open to any one who China or Japan.

2nd RACE.-1 p.m.-For Gres pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in has TAKEN THE OFFICE formerly oc-Garrison, or by European Members of cupied by Dr. Rogers, the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outrigged Boats excluded. 3rd RACE, -1.30 p.m. - CHINESE CUP.

For Four-Oaved Canton Cutters. Distance, One Mile. Entrance, \$5. 4th Race. -- 2 p.m. -- For Men-of-war's GIGS AND WHALERS. Distance, One Mile. Eutrance, \$1. First Prize, 315; Second, \$5. Time allowed for <u>Oars, —8 seconds por Oar.</u>

5th Race. -- 2.30 p.m. - 'Volunteer's Cup. Presented by J. J. Francis, Esq. For Palr Oars. Bistance; One Mile... 6th Raue. - 3 p.m. - For Sampens Steer-ED BY CHINA-WOMEN. Distance. One

Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars,-6 seconds per Oar. 7th RACE. -3.30 p.m. - AMERICAN CUE. To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

8th RACE. 4 p.m. -FOR MERCHANT VES- LONDON - ÆRATED-WATERS. seis' Gios. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second. \$5. Time for Oars — 6 seconds per 9th Race-4.30 p.m.—The 'Chairman's Tonic

Cup.' For Four-Oared Canton Cutters. Distance, One-mile-and-a-half. SARSAPARILLA II Entrance, \$10. SAILING RACE, -FOR MEN-OF-WAR'S BOATS. any rig. Entrance, \$2. First Prize, \$20 : Second, \$10.

SAILING RACE. -FOR SAILING SHIPS' BOATS only.- Entrance, \$2. First Prize 820; Second, \$10. YACHT RACE. -FOR YACHTS OVER 10 TONS.

Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation

SECOND DAY. Saturday, 19th December, 1885.

1st Race.—12.30 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison or by European Members of the Police Force. Distance, One Mile Entrance, \$1, First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outrigged Boats exclud-

2ND RACE.—1 P.M.—INTERNATIONAL RACE. 'CHALLENGE CUP,'-For Four-Oared Canton Cutters. Distance, One Mile. Life. This Cup to be won two consecutive: years before being finally held. Entr-

3rd Race. -1.30 P.M. -- FOR HOUSE BOATS and or Gigs Pulled by Chinamen -Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Sixth Race on first day excluded Time for Oars —6 second per Oar, 4TH RACE. - 2 P.M. - GERMAN CUP. To be rowed in Canton Fours. Distance.

One Mile. Entrance, \$10. 5TH RACE. -2.30 P.M. FOR MEN-OF-WAR'S Corrers. Distance, One Mile. Entrance, \$1. First Prize, \$20; Second. \$10. No time allowed for Oars. 6TH RACE. - 3 P.M. - LADIES' PURSE.'-For Double Sculls. Distance, One

Mile. Entrance, \$5. 7TH RACE. -3.30 P.M. -TO BE ROWED IN 5 on 6-Oaked Royal Naval Gigs on WHALERS, BY OFFICERS OF SHIFS, OF WAR IN HARBOUR. Cup presented by the Members of the Hongkong Club Time for Oars,—6 seconds per Oar. STH RACE. -4 P.M. -- MEMBERS' CUP.'-

presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One-mile and a half. Entrance, \$10. SAILING RACE.—FOR ALL OPEN BOATS Chinese excluded. Entrance \$2. First

Prize, \$20; Second, \$10. YACHT RACE.—FOR YACHTS UNDER 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

N.B.—Entries for races 2, and 6, (First Day); 1, and 3, (Second Day); will close on Tuesday, the 15th December, at 6 p.m. and must be sent in in writboat colour, number of pars, &c. rates Post entries allowed for races 4 and 8 (First Day); 5 and 7, (Second Day) Entries for the Yacht Races must be sent to Mr Beart; Entries for the Open Sailing Boats to Mr Burnie on or before Tuesday, the 15th Decem-

. H. STEWART-LOCKHART, Hon. Sec. Victoria Recreation Club. Hongkong, December 5, 1884.

### NOTICE.

INOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can houce forward be obtained by RETAIL, FOR CASH, at No. 3, PERL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the REFINERY at East Point. JARDINE, MATHESON & Co.,

General Agents. Hongkong, July 27, 1885.

### Intimations.

CHAS. J. GAUPP & Co.; Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

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THE Undersigned hereby gives Notice that he has been Appointed AGENT of the above Company at this port. CHAS. D. HARMAN.

Hongkong, December 2, 1885. OCCIDENTAL & ORIENTAL STEAM-SHIP COMPANY.

THE Undersigned hereby gives Notice that he has been Appointed AGENT of the above Company at this port. CHAS. D. HARMAN. Hongkong, December 2, 1885.

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MR WONG TAI-FONG. Surgeon Dentist, has never won a Sculling Race in | (FORMERLY ARTICLED APPRENTICE AND LAT-TRRLY ASSISTANT TO DR. ROGERS.) A T the urgent request of his European A and American patients and friends

> No. 2, DUDDELL STREET. CONSULTATION FREE. Discount to missionaries and families. Sole Address

2. DUDDELL STREET, (Next to the New Oriental Bank,) Hongkong, January 12, 1885.

VIEWS OF HONGKONG NOW READY, 1, DUDDELL STREET.

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1. DUDDELL STREET, Continue to Supply: WATER. LEMONADE. GINGERADE, RASPBERRYADE,

&c., &c., &c. At the same Moderate Charges. Hongkong, June 9, 1885.

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THE Undersigned are prepared to gran Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

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HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates. All Contributors of business, whether Shareholders or not, are entitled to Share in the ADAMSON, BELL & Co.,

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Hongkong, May 19, 1881.

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> Hongkong, November 5, 1883. THE LONDON ASSURANCE

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of India, China and Australia.

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good View of the Harbour and out to Sea. DENNYS & MOSSOP, 43, Queen's Road. Hongkong, April 11, 1885.

FOR SALE. TULES MUMM & CHAMPAGNE: Quarta .......\$20 per Case of 1 doz. Dubos Frères & de Gernon & Co.'s . BURDEAUX CLARETS AND

WHITE WINES. Baxter's Celebrated 'Barley Bree' WHISKY,—\$73 per Case of 1 doz. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

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For Sale TWO EUROPEAN COWS and REASONABLE PRICES. For All Particulars, apply to

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VARIOUS OTHER TABLES AND NOTES, · W. A. GULLAND. To be obtained at the 'CHINA MAIL' OFFICE.

Messis, LANE, CRAWFORD & Co. " FALCONER & Co. Hongkong, September 2, 1884. WASHING BOOKS.

(In English and Chinese.) TTASHERMAN'S BOOKS, for the owe of Ladies and Gontlemen, can nus be had at this Office.—Price, \$1 each. CHINA MAIL Office.

To Let.

TO LET.

VITESTERN-Half of MARINE House! VV SHOP or OFFICE and GODOWNS. OFFICES in No. 33, POTTINGER STREET. BED ROOMS and OFFICE in No.-16, BANK BUILDINGS. BED ROOM and SHOP in 'BEACONS-

-field-Arcade.' Apply to BELILIOS & Co.

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Hongkong, December 16, 1885.

**NO LET**, with immediate possession. A BUNGALOW (partly Furnished) situated on Mount Kellett. Rent moderate Apply to

DENNYS & MOSSOP, 43, Queen's Road. Hongkong, November 12, 1885. 1971 THE PEAK.

TO LET T) UNGALOW at Mount Kellet. D ROOMS, TENNIS COURT, &c., &c. For 1886 or longer if desired. Apply to

JOHN D. HUTCHISON. Hongkong, September 17, 1885. 1625 TO LET.

'S U N N Y S I D E.' Commodious DWELLING HOUSE Corner of BONHAM and POKEUHLUM

SAMUEL J. GOWER, 14, Queen's Road. Hongkong, December 9, 1885.

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A in Summer, pleasantly situated and commanding picturesque views. TENNIS J. D. HUMPHREYS. Hongkong, November 3, 1885.

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STEAMERS are BERTHED at the Wharf 938 and CARGO RECEIVED and Broken at Cheap The GODOWNS are two storied, dry airy, and well suited for the Storage of SILE, COTTON and WOOLLEN PIECE GOODS, as well as General Merchandise. Advances made on Cargo stored.

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TO LET. OFFICES and CHAMBERS, No. Queen's Road, lately occupied by Messis. Jardine, Matheson & Co.

Apply to BIRD & PALMER, Who will exhibit Plans and arrange Offices to suit applicants. Hongkong, April 8, 1885. TO LET.

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Hongkong, December 15, 1885.

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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

ATLANTIC & OTHER CONNECTING STEAMERS. THE Steamship GAELIC, will despatched for San Francisco, via Yokohama, on SATURDAY, the 19th

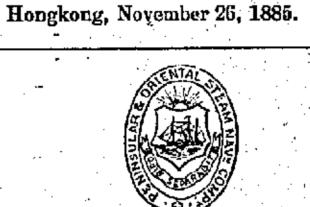
THE OVERLAND RAILWAYS

December, at 3 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES. - Passengers, wh have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from

to through fares from China and Japan to Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN, Agent.



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N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAB AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship from this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 22nd December, at 4 p.m.

Cargo will be received on board until. 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 arms on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea\_and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

FREIGHT and PASSAGE, apply PENINSULAR & ORIENTAL STRAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Com-

pany's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office. N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MoIVER, Superintendent. Hongkong, December 11, 1885.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHII

COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING

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Demerara, and to ports in Mexico, Central

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connecting Steamers. Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discour of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wi be made from Return Fare. Pre-Paid Re turn Passage Orders, available for one year

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C. D. HARMAN, Hongkong, December 9, 1885.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day, To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the Lody of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Moster's Office. 7. From Naval Yard to Blue Buildings 4. From Harbour Master's to the P. and O. Co.'s Office. 8. From Blue Buildings to East Point.

Date Tons. Vessel's Name. Captain. margnees or Agents 1 estination. I marks. Steamers Activa......4 c Christiansen ... Ger. str. 380 Dcc. 12 Eduard Schellhass & Co. Agamemnon ........ 5 c Wilding ...... Brit. str. 1522 Dec. Amoy and Shanghai To-morrow 17 Douglas Steamship Co. Angers 6 c Pinkham.....Brit. str. 2077 Nov. 12 Adamson, Bell & Co. Anjor Head .......8 c Macey......Brit. str. 1299 Nov. 23 Melchers & Co. Straits and Calcutta 24th inst. 2 Siemssen & Co. Bellona ......... 4 c Schaefer ...... Ger. str. 780 Camorta ...... Oreille ...... Dutch str. 1482 Oct. 15 Jardine, Matheson & Co. K'loon Dock 10 Russell & Co. Sydney, &c. 19th inst. Dec. 3.Chinese 9 Butterfield & Swire Cicero ....... 3 c George ...... Brit. str. 1030 Dec. 13 Arnhold, Karberg & Co. Crusader......Brit. str. Haiphong Io-morrow Douglas ......Brit. str. 982 Dec. 20th inst. Coast Ports Dec. 12 Wieler & Co. Gaelic ....... 4 k Pearne Brit. str. 2690 Dec. Y'hama & SanF'cisco 19th inst. Galveston ........... 3-h Chater .......... Brit. str. 1301 Dec. 14 Arnhold, Karberg & Co. Glenfruin ....... 7 c Norman ...... Brit. str. 1395 Oct. 16 Jardine, Matheson & Co. Return Fare. These allowances do not apply Swatow 9 Eduard Schellhasa & Co. 297 Nov. 871 Dec. 3 Wieler & Co. To-day Iolani ...... 3 c Allason ..... Brit. str. 981 Nov. 15 Gibb, Livingston & Co. 7 David Sassoon, Sons & Co. Calcutta 19th inst. Japanese...... Moore ......... Brit. str. 1204 Dec. 16 Adamson, Bell & Co. K'loon Dock 15 Douglas Steamship Co. Swatow & Amoy To-morrow For further information as to Freight Kwongsang ...... th Wood ...... Brit. str. 1000 Doc. 16 Jardine, Matheson & Co. Kwong Wai ......... 4 c Lawson ....... Chi tran. 400 Dec. Singapore To-morrow Lido ...... 5 c Leitch ...... Brit. str. 620 Dec. 17 Hop Hing Hong Singapore  ${f To-morrow}$ Lorne ....... 3 c Hunter ...... Brit. str. 1035 Dec. 10 Tung Kee & Co. 612 Nov. 23 Wieler & Co. Woosung ....... 3 c'Arthur ....... Brit. str. 1109 Dec. 2 Butterfield & Swire S0th inst. Sydney, &c. Shanghai Yung Ching ........ 3 c Lincoln ...... Chi. str. 761 Dec. 16 C. M. S. N. Co. To-day Salling Vessels 256 Nov. 30 Eduard Schellhass & Co. 812 Dec. 10 Melchers & Co. Alden Besse ......... 3 c O'Brien ....... Amer. bge. Angle Indian ......... 3 c Richter ....... Brit. bqc. Anna Siebin ......... 3 c Paulsen ........ Ger. bqe. Annie .......8 c Kroncke ...... Ger. bge. 423 Oct. | Arnguda ...... | 3 k | Green ..... | Brit. | bqc. | 977 | Oct. | 30 Messageries Maritimes 4 Melchers & Co. 235 Aug. Philippines BOMBAY, MADRAS, CALCUTTA, AND Dartmouth ..... 4 c Flinton Brit, bae. 915 Oct. Eden .......3 c Najrn ........ Brit. bqe. 313 Oct. 25 Wieler & Co. London, &c. Emily F. Whitney ... 8 c Rollins ...... Amer. sh. 1240 Cct. 8 Gibb, Livingston & Co. 595 Dec. 13 Siemssen & Co. Galveston ........... 3 c Stunkel ........ Ger. bqe. 619 Nov. 29 Chinese General Berthaut ...... 3 c Croix ........ Fch. bqe. 560 Oct. 8 Carlowitz & Co. London. &a Her Majesty's Mails, will be despatched Grandee ............. 2 h Ellis ........... Brit. sh. 1578 Oct. San Francisco Great Admiral ...... 8 o Thompson ..... Amer. sis. 1496 Oct. Guiding Star ........... 3 c Schnitger ...... Brit. bqe. 312 Nov. 28 Eduard Schellhass & Co. Holicon ......4 k Howes...... Amer. sh. 1139 Dec. - 12 Russell & Co.-Highlander .......... 4 k Bachelder ..... Amer. sh. 1290 May J. B. Newcomb...... 2 c Newcomb ...... Brit. bqe. 890 Nov. 21 Carlowitz & Co. London, &o. 374 Dec. Philippines L'Ayvenire .......... 3 c Rogers ....... Brit. byte. 351 Dec. 17 Chinese Lady Harewood ..... 3 c Williams ..... Brit. bqe. 682 Dec. Lottio Fairfield ....... 8 h Bingay ...... Brit. sch. 164 Nov. 18 Siemssen & Co. K'loon Dock London, &c. For further Particulars regarding Mercur 3 cDick Brit. bgte. 249 Nov. 29 Order Nicoya ....... Foster ...... Brit. bqe. Ab'deen Dock .3 c Farrell ..... Brit. sh. 1193 Oct. 19 Russell & Co. Oberon ..... 4 k Samsenru ..... Norw. bge. 787 Dec. 7 Eduard Schellhass & Co. 1 Russell & Co. San Francisco Cleared Richard Parsons ..... Thorndike ..... Amer. sh. 1116 Oct. Cos'tan Dock ... 3 c Baikio ...... Brit. bqc. 478 Nov. 25 Borneo Co., Limited South America .......4 c Fowl ........... Amer. sh. 1694 Sept. New York Storfursten .........3 c Gadd ............ Russ. boo. 586 Three Brothers ...... 2 h Kahleke ...... Brit. bqe. 366 Nov. New York Velocity ...... 2 c Martin ...... Brit. bqe. 491 Dec, 10 Pustan & Co. 

| Her l         | Britannic Maje:           | sty's | Shi   | ps ir  | the China Squa             | dron.         |
|---------------|---------------------------|-------|-------|--------|----------------------------|---------------|
| Name.         | Rig.                      | Tons. | Guns. | I.H.P. | Captain.                   | Where at,     |
| gamemnon      | d. s. turret ironclad     | 8510  | 6     | 6360   | Captain Samuel Long        | Hongkong      |
| lbatross .    | composite screw sloop     | 940   | 4     | 840    | Commander Chas. Bicks      | Port Hamilton |
| udacious*     | double-screw iron frigate | 6010  | 14    | 4830   | Captain Hugo L. Pearson    | Rongkong      |
| hampion       | corvette                  | 2380  | 14    | 2340   | Captain A. T. Powlett      | Nagasaki      |
| leopatra      | corvette                  | 2380  | 14    | 2610   | Act Captain A. Schomberg   | Yokohama      |
| ookchafer     | gunboat                   | 465   | 4     | 470    | LieutCom. H. H. Boteler    | Port Hamilton |
| urscho        | corvette                  | 2383  | 14    | 2540   | Captain J. G. J. Hanmer    | Nagasaki      |
| ring          | composite alcop           | 940   | 4     | 920    | Commander Davis            | Hongkong      |
| ik            | double-screw gunboat      | 860   | . 3   | 340    |                            | In reserve    |
| poir          | gunboat                   | 480   | 4     | 455    | LieutCom. H. R. Adams      | Canton        |
| rebrand       | gunboat                   | 450   | 4     |        | LieutCom. D. L. Dickson    | Foochpy       |
| lying Fish    | sloop                     | 940   | 4     | 840    | Captain J. P. Maclear      | Manila        |
| nnet          | double-screw gun-vessel   | 767   | . 5   | 1050   | Commander Geo. W. Hill     | Hongkong      |
| erlin         | gunboat                   | 430   | 4     | 430    | LieutCom. W. M. Maturin    | Singapore     |
| idge          | double-screw gun-vessel   | 465   | 4     | 470    | Commander Hotham           | Hongkong      |
| gasus         | composite screw sloop     | 1130  | 6     | 970    | Commander H. T Grenfell    | Yekohama      |
| ambler        | sloop                     | 830   |       |        | Commander W. U. Moore      | Hongkong      |
| pphire        | corvette                  | 1370  | 12    | 2360   | Captain R. G. Kinahan      | Singapore     |
| rift          | double-screw gun-vessel   | 704   | 5     | 1010   | Commander A. C. B. Bromley | Shanghai      |
| reed          | double-screw gunboat      | 360   | 3     | 340    |                            | In reserve    |
| ctor Emanuel  | receiving ship            | 3087  | 20    |        | Commodore Morant           | Hongkong      |
| gilant        | paddle despatch-vessel    | 835   | 2     | 1230   | LieutCom. Farquiar         | Hongkong      |
| anderer       | gunboat                   | 925   | 4     | 750    | Captain Orford Churchill   | Hankow        |
| ίγρτα         | turret-ship               | 1800  | 4     | 1450   |                            | In reserve    |
| aph <b>yr</b> | gunboat                   | 430   |       | 530    | LieutCom. Chas. K. Hope    | Tientsin      |

| Foreign Men-of-war on the China and Japan Station, |                    |       |               |                        |                           |              |  |
|--|--------------------|-------|---------------|------------------------|---------------------------|--------------|--|
| Name.  | Flag and Rig.      | Tons. | Guns.         | н.Р.                   | Captain.                  | Where at.    |  |
| Abreck   | Russian aviso      | 1684  |               | 500                    | Captain Schanz            | Vladivostock |  |
| Alert  | U. S. corvette     | 541   | 4             | 800                    | Commander C. J. Barclay   | Shanghai     |  |
| Atalante   | French frigate     | 4000  |               |                        | Commander Trève           | Saigon       |  |
| Comète   | French gun-vessel  | 483   |               |                        | LieutCommander Noirot     | Haiphong     |  |
| Dives  | French transport   | 400   |               |                        | Captain Legrand           | Saigon       |  |
| Decres   | French cruiser     | 861   |               | 10 1 <del>1 1</del> 1  | Captain de Montesquon     | Yokohama     |  |
| Duchaffant   | French cruiser     | 1300  | 19            | <u> </u>               | Comdr. Lemerner Monsaux   | Yokohama     |  |
| Crmak  | Russian transport  | 1000  | 4             | 80_                    | Captain Koltchau          | Japan        |  |
| Jornostai  | Russian gunboat    | 456   | 6             | 80                     | Commander O. W. Starck    |              |  |
| Illis  | German gunhoat     | 420   | - 4           | 340                    | LieutCommander Hofmeyer   | Hongkong     |  |
| Jaguar   | French gunboat     | 430   |               | √                      | Commander Fonet           | Haiphong     |  |
| Leclocheterie                                      | French corvette    | 2500  | \ <del></del> |                        | Commander St. Maurice     | Saigon       |  |
| La Perouse   | French corvette    | 2300  |               |                        | Capt Mequet               | Saigon       |  |
| Lutin  | French gunboat     | 437   | 4             | 100                    | · Captain Duval           | Haiphong     |  |
| Magon  | French corvette    | 2400  |               | <u></u> -              | Commander Puech           | Keelung      |  |
| Marion   | U. S. corvette     | 910   | <u> </u>      |                        | Commander Marrill Miller  | Yokohama     |  |
| Monocacy   | U. S. gunboat      | 1375  | 8             | 750                    | Commander F. J. Higginson | Tientain     |  |
| Nautiles   | German gunboat     |       | 4             | 1600                   | Commander Kötger          | Yokohama     |  |
| Оввірее  | U. S. corvette     | 2100  | 8             | 800 -                  | Commander J. J. McGlinsey | Yokohama .   |  |
| Palos  | U. S. gunbest      | 806   | 6             | - 500                  | LieutCom. Thomas Nelson   | Shanghai     |  |
| Pluvier  | French gunbest     | 480   |               |                        | Commander Poidloue        | Haiphong     |  |
| Primauguet   | French corvette    | 2200  |               |                        | Commander M. Buge         | Salgon       |  |
| Prinz Adalbert                                     | German corvette    | 3980  | _ 14          | _                      | Captain Mensing           | On a cruise  |  |
| Rigault de Genouilly                               |                    |       |               |                        | Commander Richard         |              |  |
| Roland   | French cruiser     | 2500  | 15            | -                      | Commander Mayet           | Shanghai     |  |
| Sagittaire   | French gun-yessel  |       |               |                        |                           | Chefoo       |  |
| Saone  | French corvette    | 1700  | 1000          |                        | Commander W. Monin        | Saigon       |  |
| Tamega   | Portuguese gunboat | 410   |               | -                      | Captain Avila             | Maczo        |  |
| Trenton  | U. S. frigata      | 2300  | 10            | \$000                  | Captain R. L. Phythian    | Shanghai     |  |
| Turenne  | French frigate     | 5100  |               | er er <del>er</del> si | Captain Dupuis            | Hongkong     |  |
| Velasco  | Spanish corvette   | 1156  |               |                        | Commander Emitu J. Butron | Manila       |  |

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Saigon

Salonn

Commander Lapsyrein

French gunboat

Freuch corvette